

The American Review of Reviews

EDITED BY ALBERT SHAW

Contents for October, 1927

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THE PRESIDENT AND MRS. COOLIDGE

On the White House lawn last month, after their return from a summer spent in the Black Hills of South Dakota

The American
Review
of Reviews
Edited by Albert Shaw

The Progress of the World

*The Passion
for Flying
Adventure*

Undoubtedly the exploit of Colonel Lindbergh gave an impetus to aviation that will have substantial results. It is to be regretted that the immediate consequence of the unprecedented honors that were heaped upon this modest but fearless and competent young American was the arousing of a passion for imitation that proved to be altogether beyond control. Hundreds of restless young women, some of them seeking adventure but most of them longing for notoriety, begged to be taken as sole passengers by airmen contemplating trans-oceanic flights. The experience of Commander Byrd and his three associates, who had been making the most careful preparation from mechanical and scientific stand-points, showed how difficult and dangerous was the eastward flight across the Atlantic. Chamberlin was maturely equipped, and fully understood all the perils that were involved in his memorable passage from the United States to Germany. But, since those three noteworthy successes, public attention has been far too greatly strained by the prominence given to reckless exploits which have had much less to justify them.

*Nothing
Gained by
Reckless Flights*

Without assuming any risks of an exceptional kind, any airplane may be demonstrated, as to the reliability of its engines and its capacity for carrying fuel, by staying in the air within a few miles of its starting point for as many hours and as great a mileage as possible. Success in flying from California to Hawaii, or in crossing the Atlantic either way is, other things being equal, chiefly dependent upon weather conditions. As

attempted by the ordinary flyer, nothing is proved except lack of discretion. In flying across the United States upon approved routes, if weather is unfavorable or if something goes wrong with the airplane, a landing can usually be made without much peril. Recent disasters have been so frequent and tragic that it is the opinion of those having most confidence in the future of aviation that individuals and communities ought to curtail the offering of prizes for hazardous flights, across oceans or unexplored wilderness expanses, and ought not to finance mere adventures that have no scientific or other value.

*Aviation
Neglected
After the War*

As a matter of fact, recent progress in aviation has been important, this being due chiefly to the improvement in the building of engines. In various other ways the inventors have been overcoming defects and difficulties. Some twenty years or more ago there was an initial period of great enthusiasm following the pioneer successes of the Wright brothers. But it was not until ten years ago, in the last two years of the Great War, that aircraft came into use on a vast scale. For a little time after the war, it was supposed that the aviation age had actually arrived. The new aircraft industry had been enormously expanded for war purposes not only in England, France, and Germany but also in the United States. It was taken for granted that flying would continue on a still greater scale, to serve the demands of commerce, pleasure, and sport. But this expectation was doomed to disappointment. Private and commercial aviation was con-



EDWARD F. SCHLEE AND WILLIAM S. BROCK

Who flew in their airplane across the Atlantic and the continents of Europe and Asia, 12,300 miles in all, in nineteen days. These men left Newfoundland on August 27 and arrived in Tokyo on September 14, where they abandoned their plan to fly around the world. They had met storms over the Atlantic and a typhoon over the China Sea, and there had been delay due to red tape at Constantinople; but these fliers "took off" early in the morning of sixteen days out of nineteen, and averaged nearly 800 miles a day, a notable achievement. Schlee is a Detroit business man and an amateur pilot. Brock was an aviation instructor in the war and later a mail pilot.

spicuous for its failure to appear. The United States Army had inherited from the war period a great number of flying machines that were continued in use in training camps in spite of their unfitness, with the result that inexcusable accidents were of almost daily occurrence. Some feeble attempts at carrying mails were made, but otherwise the use of airplanes seemed to have come to an end. The case was not as bad in Europe as in the United States, and there was a great deal of brave talk about regular routes for carrying passengers, parcels, and letters. But the sum total of this kind of traffic was almost negligible in extent for several years.

Official Air Services Revived To Colonel Mitchell more than to anyone else is due the revival of official aviation in the United States. His best supporter has been Admiral Sims. Bureaucratic conservatism and red-tape traditions caused the retirement of Colonel Mitchell from the army. But he had so won his case with the public that something had to be done at Washington. A roundabout way was adopted, but it is proving to be a fairly successful reform. It was provided that there should be an Assistant Secretary of War for Aeronautics exclusively. In like

manner there was to be an Aviation Assistant Secretary in the Navy Department, and an Assistant Secretary for Aviation in the Department of Commerce. These three assistant secretaries, having nothing to do except to promote aviation, became in point of fact an official commission of high prestige, exercising great authority. Not less important than a workable system is a set of capable and intelligent appointees, co-operating in the right spirit without friction or jealousy, and with devotion to a common end. President Coolidge was well advised in his selections, and this aviation board at Washington is accomplishing much for the efficiency of the air

services of the Army and Navy, and is finding ways to promote commercial aviation. It has now been found possible to give up the last of the Post Office's officially operated air mail routes, competent contractors having been found to undertake this work. Colonel Hanford MacNider, who has this summer been Acting Secretary of War during the temporary absence of Secretary Dwight F. Davis, used an airplane for an inspection of western and northern army posts and camps in August, covering about 12,000 miles with forty or fifty stops. This is typical of the growing use of airplanes to expedite public business. Secretaries Hoover, Davis, and Wilbur have given hearty support to their Aeronautic Assistant Secretaries, and conditions that were so severely criticized only three or four years ago are now quite impressively transformed.

Exploring with Aircraft

The comparative reliability of engines, and the general improvement in aircraft, are making aviation a promising instrument in the further work of exploring and discovering the unknown regions of the earth. Mr. Wellman, in the period 1907-9, failed to fly to the North Pole from his base at

Spitzbergen simply because the aeronautic mechanisms were not then equal to the undertaking. Commander Byrd was successful in 1926 in his North Pole flight, not only because of his own especial training, but also because there was available for him an improved and suitable machine. Commander Byrd is now making great preparations, in the most careful and deliberate way, for his exploration of the region surrounding the South Pole, about which we know something, but as yet not very much. Estimates are at wide variance as to the extent of the Antarctic land areas. Exploration with the aid of airplanes is now quite feasible, and the Byrd expedition promises well.

Establishing "Airports"

It remains a matter of opinion whether or not there will be a large development of passenger traffic by airplane during the years immediately before us. That the use of the air for carrying mails, and for special and exceptional purposes will rapidly increase there can now be no reasonable doubt. Colonel Lindbergh's visits throughout the country have been aiding greatly in the movement for establishing those fields for starting and landing for which the name "airport" seems to have become an accepted word that will have to be recognized by the dictionary-makers. The establishment and proper equipment of these landing places is now a matter of interest to hundreds of enterprising cities and even to smaller communities. In New York, there has been a great discussion as to available locations. Many experts favor the use of Governor's Island for aviation, this for a long time past having been division headquarters for the United States Army. It would of course be easy enough to provide more suitable quarters elsewhere for the army post. Many cities which might have had no difficulty in providing a central flying field a generation ago are now so built up that it is difficult to provide such terminals without going too far into the suburbs. It may be expected that stopping and starting will in due time require less length to run, as the inventors apply themselves to that particular problem. The recent experiments made by the United States passenger liner *Leviathan*, with Mr. Chamberlin as pilot, showed that a plane could take off from a ship at sea to carry mail to shore, thus appreciably expediting the arrival of trans-oceanic letters which



HENRY FORD TALKS WITH MAJOR-GEN. MASON PATRICK, CHIEF OF THE ARMY AIR SERVICE

Mr. Ford and General Patrick were among those who witnessed the start of the International Balloon Race for the Gordon Bennett trophy. Fifteen entrants started, from the Ford Airport at Detroit.

will pay an extra fee for the service. As a later development, there will doubtless be successful efforts at landing passengers. The aviation industries now bid fair to go forward prosperously. Mr. Ford, who is credited with having made the automobile popular by bringing a dependable car within the financial reach of the average family, now believes in the near approach of the common use of the air. Those who seem to know him well believe that his real interest is broadening from the production of automobiles to include the making of airplanes. The metal plane which he has been developing during the past year or two is now so satisfactory to him that he is ready to produce it in large numbers at a comparatively low price. He did not invent the automobile, but he made it popular. Perhaps his extraordinary capacity for definite achievement may accomplish the same thing for the airplane.

The Value of Travel

We have remarked in a previous paragraph that the sum total of commercial and passenger aviation in Europe has not amounted to very much thus far. While that is true when comparisons are made with other forms of travel and traffic, it deserves to be

said that there are now numerous regular passenger routes in Europe, most of the flights being quite short and the accommodations being quite comfortable. We are publishing an illustrated article in this number entitled "How They Fly in Europe." Readers following the progress of aviation will have found in our August number an article on the development of airplane engines, and one on the air-mail service, with several other timely articles in recent numbers. As we have more than once observed, the great underlying fact is the awakening of general interest in travel as the foremost of all forms of pleasure and recreation, and the chief of all agencies for enlargement of the human understanding. Hundreds of thousands of Americans have made summer trips to Europe this year, while many millions have had vacation journeys that have taken them away from their own immediate neighborhoods. The best justification of this season's long-distance flying has been found in the international amenities that have resulted. The American people probably spend several billions of dollars a year in moving about from one place to another, but this represents a part of that increase in average wealth that has lifted the whole nation in the scale of civilization; and no kind of expenditure gives better results.

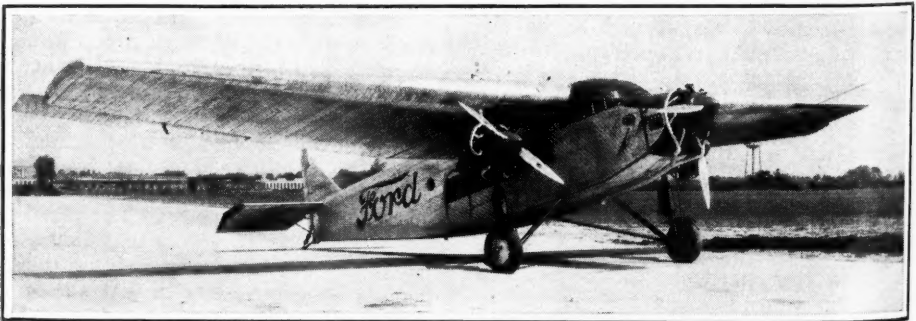
*Vast
Outlays
for Roads*

The railroads as a whole are finding this to be their most prosperous period, in spite of the fact that there is so much travel on the country's highways by automobile. The building of good roads goes forward confidently, and every one of our forty-eight

States has some report to make showing highway progress. A great number of States are now collecting a substantial road-building fund from the tax on gasoline, and this has been accepted as a just and reasonable form of taxation. The State of New York, which has already spent several hundred million dollars in the construction of automobile roads, is now planning to raise about fifty million dollars a year by a tax of two cents per gallon on the consumption of gasoline. A large mileage of macadam roads built from ten to twenty years ago is gradually being replaced by concrete roads of an improved type that promise to endure heavy traffic and to last for a long time. The cost of these new roads is great; but, in view of the growth of traffic, the expenditure is justified.

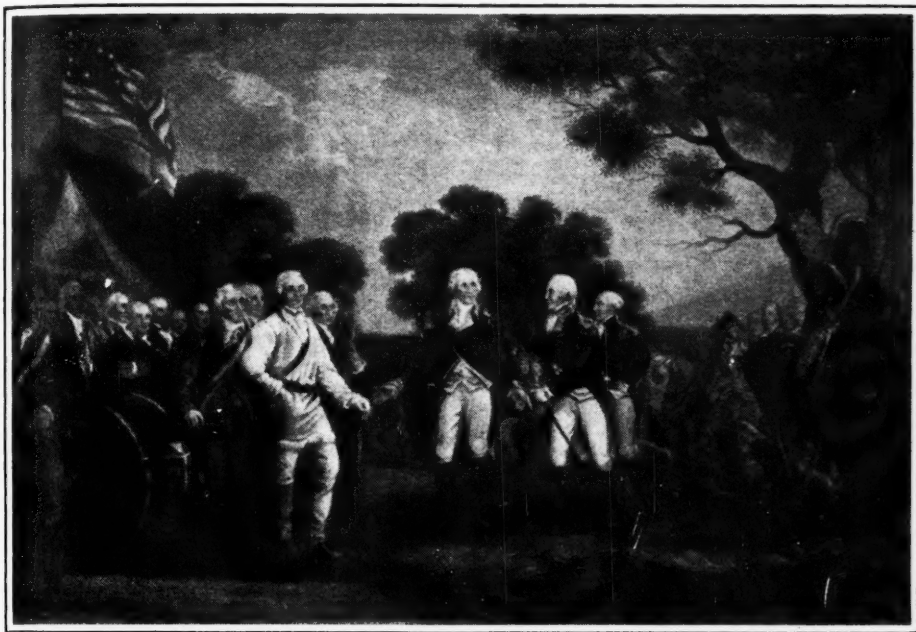
*Cheap Cars
and the Public
Demand*

We are publishing in this number a strikingly interesting article upon the outlook for low-priced automobiles of superior make in view of the new Ford car, the appearance of which has been awaited with intense interest everywhere. There is so great a demand for such cars that the selling competition in almost every community of the land, between the agents of the Ford Company and the General Motors Corporation's agents who are selling the Chevrolet car, will not be wasteful in its nature. For a good while, the Ford car had something like a monopoly in the low-priced field. The experience of the public with other cars, notably the Chevrolet, has now rendered it improbable that any one manufacturer will henceforth have anything like a monopoly in the supply of cars comparable in



MR. FORD'S ALL-METAL AIRPLANE WHICH HE IS NOW PREPARED TO MANUFACTURE IN LARGE QUANTITIES

The plane is the design of William B. Stout, who years ago abandoned newspaper and magazine work to create automobiles. When war came he turned his attention to the production of airplanes. Made of a light metal known as duralumin, corrugated to obtain extra strength, this plane adapts itself to mass production.



BURGOYNE'S SURRENDER AT SARATOGA, ONE HUNDRED AND FIFTY YEARS AGO

From the painting by John Trumbull, son of a Governor of Connecticut and himself a very young officer on the staff of General Gates. There are four of these historic Revolutionary scenes by Trumbull, completed nearly half a century after the war. The British commander is here shown offering his sword to the American, General Gates.

price with those we have just mentioned. It will not be until 1928 that the maximum production of the new Ford cars can be attained. Meanwhile, other countries are steadily increasing their demand for American cars, because nowhere else can so good an automobile be produced at so low a price. It may be expected, therefore, that the export demand for American automobiles will be far greater a few years hence than it has been thus far. Both Mr. Ford and the General Motors Corporation will make increasing effort to sell cars abroad.

*Burgoyne's
Isolation
150 Years Ago*

The ease of communication in our day makes it hard for us to realize in full measure the conditions that existed before the invention of the telegraph. In the period of our Revolutionary War, and even later, the difficulties of communication had much to do with the shaping of events. Thus the surrender of General Burgoyne's army 150 years ago, on October 17, 1777, which is one of the turning points of modern history, was in no small part due to the lack of a well-coördinated British plan of campaign. This lack might have been obviated if there had been better means of

information. General Burgoyne, invading the State of New York from Canada, had supposed that he would be supported by an expedition from the main British command then occupying New York City. Burgoyne did not realize that no such reinforcement was coming to his aid until it was too late for him to escape. The forces of General Arnold and General Schuyler had made it impossible for him either to go forward or to retreat along Lake George and Lake Champlain to Canada. The British historians are now attributing the blame to Lord George Germaine, who was British Secretary of State for Colonies and War, and who should have worked out a better plan of coöperation.

*Celebrating the
Saratoga
Battle*

Great prominence as an American topic was given last year to the sesqui-centennial celebration of the Declaration of Independence. We then forewarned our readers that celebrations of more or less local character would continue for several years, reminding us of particular events in their sequence. The State of New York a year ago made an ample appropriation for the celebration in the present month of October of the

momentous event on the elevated plateau lying between Saratoga Springs and Schuylerville. An extensive State park has been created, and there are now many monuments to mark the respective positions of different bodies of troops. A fine concrete highway passes across the battleground, and the environment is one of unusual scenic beauty. It is to be hoped that many people will have improved this celebration as an opportunity for a realizing study of this particular occasion in American history, and also for a thrilling experience in observing the autumnal beauty of the region and in studying the geography of the upper Hudson Valley and of the basin of Lakes George and Champlain. The grand pageant is scheduled for October 8.

*The War
in 1777*

It will be remembered that the British at that time were not only in occupation of New York, but had also taken possession of Philadelphia. In August of 1776, Washington had been defeated in the Battle of Long Island, and in October had withdrawn from Westchester County, having been attacked by General Howe at White Plains. He had for some months been operating in New Jersey, and on August 24, 1777, he had marched through Philadelphia, which city a month later was occupied by the British under General Howe. The Continental Congress had been obliged to leave Philadelphia, and

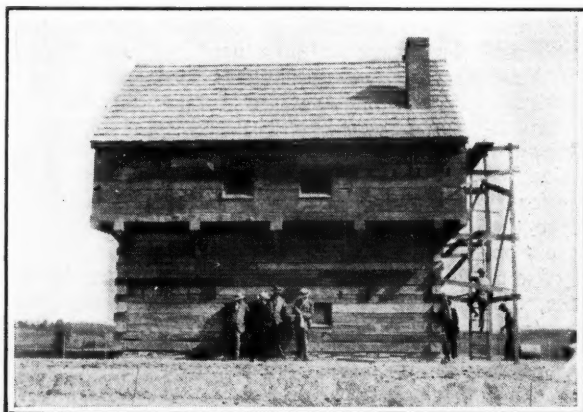
temporary headquarters had been established in the village of York, Pennsylvania, about one hundred miles west of Philadelphia. Meanwhile General Burgoyne had started from Canada on June 1, and had taken Ticonderoga without any trouble on July 5, but had met with a series of reverses in August and September that led to the final capitulation in the middle of October.

*Carrying
the News
to Congress*

A sidelight of considerable importance is thrown upon the conditions of that time by the story of the carrying of the news of Burgoyne's surrender to the Continental Congress at York. Although the really effective and deserving American leaders in the successful defeat of Burgoyne were Generals Schuyler and Benedict Arnold, the credit was arrogated to himself by General Horatio Gates, who had recently been given the superior command of all the forces coöperating in this northern movement. It is not necessary here to enter into controversy regarding the character or the deserts of Horatio Gates. That he was ambitious and vain, and that he was fully aware of the plot that had been organized by certain disgruntled officers to disparage General Washington and to secure the appointment of Gates as Washington's successor in full command of all the American forces, is not to be disputed. A member of this cabal to displace Washington was a pretentious Major, named James Wilkinson, who had shown some valor in the field, but who was dangerously garrulous and vain, while also convivial on occasions where it would have been safer to have avoided the intoxicating cup. James Wilkinson was chosen by General Horatio Gates to carry the wonderful news to York as the official messenger of the victorious army. He took thirteen days to make the journey.

*Wilkinson's
Historic
Indiscretion*

This delay was not wholly due to bad roads and hard conditions of travel, although these were accountable in part. Unofficial news had actually been conveyed from Saratoga across the State of Pennsylvania to the Conti-



FORT NIELSON, RESTORED BY THE STATE OF NEW YORK
ON SARATOGA BATTLEFIELD

This is a typical blockhouse of the Revolutionary period, and some of the original heavy timbers have been preserved. Located on a high hill, the Fort commands an extensive view of the battlefield and a large portion of the Hudson Valley.

mental Congress in about six days; so that Wilkinson, who had expected to be received with great honor as the bearer of good tidings, did not reap full advantage when he arrived a week too late. He had stopped at various places on the way to tell his wonderful story and to sing the praises of Horatio Gates; and he had been freely entertained. Having got into Pennsylvania, he spent two full days at Reading, afterwards claiming that high water in the Schuylkill River had prevented his crossing. He was, in point of fact, engaged in enjoying the hospitality of General Mifflin, a famous Revolutionary Governor of Pennsylvania; and he was indiscreet enough, while under the cheering influence of the banquet table, to talk freely about the scheme to displace Washington. This plot against Washington might have had serious consequences; and its timely exposure (this being the so-called Conway Cabal) was highly embarrassing to its principal members. General Gates was transferred to the South, and his exaggerated military reputation was in due time reduced to its proper dimensions.

*Mr. Nolan's
Recital of
the Episode*

The story of this episode, and of James Wilkinson's vain-glorious journey of thirteen days, is delightfully told in a recent volume called "Early Narratives of Berks County" by Mr. J. Bennett Nolan of the Reading Bar, published under the auspices of the Historical Society of Berks County. Besides giving us a most entertaining narrative, Mr. Nolan supplies fresh facts that make his chapter an historical contribution of great value. Wilkinson had relied upon Mifflin's sympathy with the anti-Washington movement, but had not realized that in the convivial group at Reading at that time was Lord Sterling, the Scotch nobleman who had become a general in the American Army and whose attending secretary was young James Monroe, afterwards President. Lord Sterling and Monroe were of course devoted to Washington; and they lost not a moment in seeing that the Wilkinson disclosures were reported at headquarters. What Washington wished to avoid above all else was anything that would seem to indicate dissension among the military leaders of the American cause. He took a simple step that ended the plot. Keeping his own friends from knowing about it, he merely allowed General

Conway and General Gates to become aware that some of their correspondence had been placed in his hands, promptly returning it to them without comment. In great embarrassment, they did their best to make explanation and apology; and Washington's great wisdom and power of self-control was admirably illustrated.

*A Lesson
or Two From
History*

The celebration of an event like the surrender of Burgoyne should furnish no occasion for the revival of international controversy. It serves, however, to illustrate further the uselessness of force as a means of perpetuating the rule of a distant empire over an unwilling population which had decided in favor of self-government. If the British armies had been successful in the Revolutionary War, the cause of American independence would have lived on and would probably have attained success twenty-five or thirty years later, in the Napoleonic period. The British Government has not always remembered the lessons of 150 years ago, but in the main it has profited by them. By allowing Canada to work out its own political destiny, and to adopt as much independence as it may please, Britain has found it possible to continue certain relationships—at least nominally and sentimentally—between the Governments at London and at Ottawa. While we celebrate the defeat of invasion 150 years ago, it is well to remember that the Canadians have set up monuments to mark the repulse of American invaders in the War of 1812. Canada is fortunate in having gained the complete consent of Great Britain to its independence, while also having the full assurance of neighborly good will on the part of the United States.

*Bettered
Eastern
Conditions*

The sojourn of President Coolidge in South Dakota has done much to arouse further interest in the farms, the forests, and the mountains of the Northwest. For two generations the process of occupying the rich agricultural areas of the Upper Mississippi Valley seemed to have brought about a permanent decline in the rural institutions and life of New England and New York, where there have been many thousands of so-called "abandoned farms," and where the best productive farms, well improved and well located, have been for sale at a fraction of the prevailing prices of

sixty years ago. Gradually the evidences of recovery begin to appear. It will be a good while before the East can announce the full restoration of its agricultural prosperity, but that time will come. Just as the farms of the New England States for so long a time fed and built up the population and the industrial life of the manufacturing towns and commercial cities, even so it is now quite certain that the city populations will repay the debt and bring new life to the villages and farms.

*Vermont,
for Example*

The President's own State of Vermont, with its improving roads and its unsurpassed summer and autumn climate, has its best period yet before it in decades to come. Its valleys have lost none of their fertility; and, in spite of the contributions it has made to the upbuilding of Eastern cities and of Western States, it has retained intelligence and character enough to supply leadership for its own further development. The University of Vermont, situated in the suburbs of the beautiful city of Burlington on Lake Champlain, is a thriving institution that trains boys and girls for practical life. Middlebury College is another institution highly creditable to the Green Mountain State. The great Rutland Fair this year has given many evidences of a virile State life. From its southern borders to the lovely islands of Lake Champlain in the north, Vermont is altogether a delightful State; and this is said without any intention to disparage by omission the similar characteristics of New Hampshire, or the splendid possibilities that lie in the future development of Maine. As for Massachusetts, some tribute was paid in these pages last month to its political and social character; and in recent numbers we have discussed its industrial and commercial future in view of changing conditions, particularly in the textile trade. When a locality has such an aggregation of fundamental resources, of fixed capital investments, and of trained human skill, its welfare is not to be seriously impaired by such changes as have been recently noted, as for example in the business of spinning and weaving. Such a community as Massachusetts makes its own economic conditions, and does not allow prosperity to drift away beyond recovery. Nor will it allow the fame of its political institutions to suffer when the present is compared with the past.

*New York
as a Farming
State*

The ferment in the West over agricultural impoverishment is evidence of an energy that will find the road to a new kind of rural success. The better times will not come by seeking to restore past conditions, but by setting up new standards and finding ways to attain them. Eastern agriculture also will improve along with the rest of the country. To motor over the good roads through central and western New York is to discover by the appearance of farm buildings, fields, and so on, that old-fashioned, standard agriculture attained its maximum success about the year 1880, and that comparatively little has been done to modernize farm methods and to introduce present-day facilities. In certain districts, commercial orchards are highly successful, and the whole State is destined gradually to experience a reconstituted agriculture specialized to meet other market demands than those for milk, beef, mutton, wool, and potatoes. With good roads, good schools, good soil, and a good climate, there can be no doubt about the rural prosperity that lies ahead of the Empire State of New York.

*The Sacco-
Vanzetti
Climax*

In these pages last month we reviewed the Sacco-Vanzetti case, and we have had abundant evidence that our readers were generally in accord with our statements and conclusions. The two men were executed at midnight, August 22, all appeals to Governor Fuller for clemency having been disregarded. Many of these appeals came from excellent and well-known people. They were wholly ignorant of the merits of the case, but they thought that, where protracted agitation has caused many other similarly ignorant people to believe that injustice was being done, it would be the part of wisdom to set the law aside in favor of the convicted criminals. There was every reason to believe that a unanimous jury, an experienced judge, and a broadminded and unprejudiced Governor, aided by an investigating committee of such outstanding intelligence and character as President Lowell, President Stratton, and Judge Grant, knew more about the merits of the case than the agitators at home and abroad. The belief in the innocence of Sacco and Vanzetti rested on sheer assumption in the case of the vast majority. It was taken for granted that somebody, somewhere, working on behalf

of Sacco and Vanzetti, must have been well-informed, for otherwise why was there any agitation? The period of seven years that had elapsed between the arrest of these men and their execution was due not to doubts about their guilt but rather to those legal processes that have been invented to give accused men every possible opportunity for escape through one loophole or another.

*Further
Agitation De-
serves Rebuttal*

For people who must admit that they have no first-hand knowledge of the case to go on proclaiming Sacco and Vanzetti as martyred innocents is not only unintelligent and uncandid, but it is also ridiculous as well as defamatory. There were carefully staged mass meetings and other demonstrations at the time of the execution in August; but various Anarchist threats of bomb-throwing and assassination came to nothing. Those who attended the mass meetings were, as a rule, innocent and ignorant people who supposed that a great injustice was being done, because they had been so informed by agitators. Since revolutionary committees, aided by certain well-meaning but deluded persons, are proposing to perpetuate the false legend of the martyrdom of Sacco and Vanzetti, it is fairly clear that others, who have respect for the orderly processes of law and justice, should express themselves in the interest of palpable truth and of ordinary common sense. These two men were not convicted because they called themselves Anarchists, but because a carefully selected jury, after a six weeks' trial, found them guilty of a deliberate and infamous murder with the object of robbery.

*Our
Alien
Offenders*

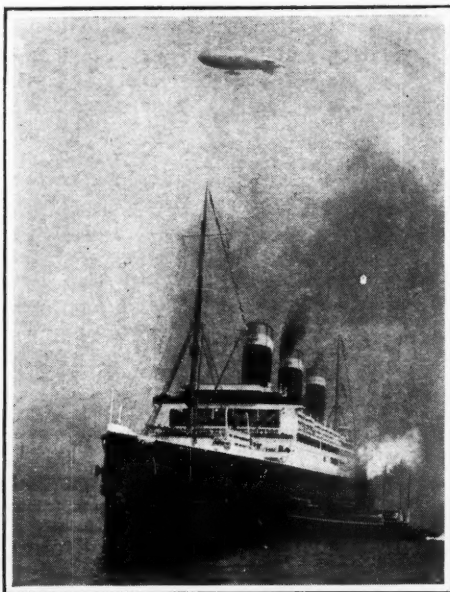
It is officially stated that we have in this country to-day a million or two of aliens who have managed to gain admittance irregularly or fraudulently. It is fair to estimate that we have half a million alien criminals and misdemeanants in this country, and it is quite certain that at this moment there are more than a hundred thousand aliens in our prisons serving sentences for felonious crimes. All of these are subject to deportation. We are not sending them back very rapidly, but are actually exporting an average of a full thousand every month. At enormous expense in the State of New York as well as in other States, we are building new prisons, asylums, and hospitals, in order to house alien defectives,



TO THE MEMORY OF SACCO AND VANZETTI
From *Notenkraaker* (Amsterdam, Holland)

This Dutch cartoon is presented here as being typical of European comment upon the famous Massachusetts murder case.

dependents, and delinquents. The most important practical lesson to be derived from the Sacco-Vanzetti case is the necessity of dealing more rigidly with the admission of immigrants. We could give work and a friendly welcome to a clear half million of new arrivals every year, if they were honest and decent people, capable of making good citizens. But there is no more reason for admitting the undesirable to the country than for welcoming them into one's own domestic or industrial employment. As for deporting alien criminals, it would be a salutary thing to put renewed energy into the process. It is not always easy to prove facts as to the precise origin of individual aliens, or to fix the liability of steamship companies; but the subject is one for Congress at this time.



THE "LEVIATHAN" LEAVES FOR FRANCE WITH GENERAL PERSHING AND 1700 LEGIONNAIRES

Escorting the ship out of New York Harbor is the navy dirigible J-3. The veterans and their former commander-in-chief were on their way to attend the Legion's convention in Paris, ten years after the first A. E. F.

Attractions for Tourists

Although the Sacco-Vanzetti case was so generally misrepresented by European newspapers, the extent of the ill-will aroused against the United States was perhaps exaggerated. Returning Americans are not complaining of bad treatment. Journalism is at such low ebb in more than one foreign country that it has no firm hold upon public opinion. This is in contrast with the newspapers of the United States, which have been gaining influence by their comparative intelligence, sincerity, and freedom from mere partisan or factional bias. The tide of American trans-Atlantic travel is great, but it does not increase relatively to the growth of the United States in population, wealth, and leisure. Our own facilities for vacation enjoyment—North, South, East, and West—are so increasingly attractive that they absorb far more of the American traveler's time and money, relatively speaking, when compared with our investments in European travel, than in the decade previous to the Great War. Our Western and Southern travelers as a rule are finding New York more entertaining than Paris or London.

Most of the good golf courses in the world are now in the United States. Most of the best shore resorts and mountain playgrounds are in North America, although at the beginning of the century this could hardly have been said.

Americans Will Always Visit Europe

Let no one suppose that we would undervalue foreign travel as a means of diversion and of education. Americans would lose much if they ceased to visit Europe. Not only are the British Islands the ancestral home of scores of millions of Americans, but their accumulated wealth of architectural monuments and of artistic and historical objects and associations should give them a secure place in the affections of every cultivated person who speaks the English language anywhere in the world. It will always be worth while to visit France, Italy, Germany, Holland, and in fact all of the countries of the Old World. If Americans conduct themselves modestly and sympathetically, they are quite certain to be welcomed cordially in whatsoever part of the world they choose to go and spend their money. On account of anti-American expressions in various French newspapers, there was some hesitation about the visit to France this autumn of those members of the American Legion who had planned to join their fellows in a reunion among the scenes of their experience in the memorable years 1917-18. But there was no real occasion for these fears as to the treatment that the American service men would receive at the hands of the French people. International ill-will, as expressed in newspapers, is often an abstract and argumentative affair that is not intended to apply to individuals. The very scribblers who have written most abusively about America in the French papers, would undoubtedly go out of their way to show personal friendliness to re-visiting American doughboys.

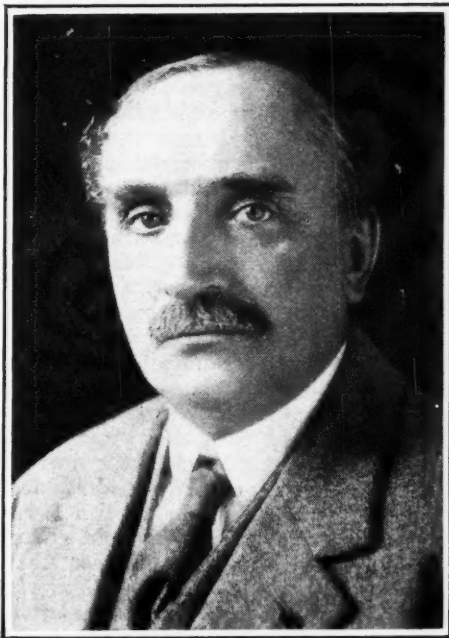
Diplomacy More Needed Nowadays

The isolated pioneer gets along as best he can, and is not in much danger of quarreling with near neighbors, in view of the fact that he has none. International remoteness has been fast diminishing. The isolation of the United States, as a government and as a sovereign member of the family of nations, which seemed to have its advantages forty years ago, is a thing of the past. It is impossible to avoid becoming a good deal

mixed up with world affairs; and to learn how to get along well under these new conditions is obviously necessary. The polite and observant American traveler becomes a cosmopolitan, and gets on very comfortably with people of all nationalities. In like manner, a well-trained organization of the State Department, with capable diplomats and consuls and commercial agents in foreign countries, is able to cope with the complexities growing out of the relationships of governments with one another.

*Tariff Issues
with
France*

For example, France has a new tariff, which greatly increases average rates of duty on imports, the chief motive being to obtain more revenue from that source. It happens that France and Germany have negotiated a commercial treaty of reciprocal concessions, as a result of which German manufacturers are now sending commodities into France on terms with which American exporters cannot possibly compete. This situation caused a momentary flurry, and might, in former times, have led to a disagreeable kind of controversy followed by a so-called tariff war. But well-trained and polite American officials present the situation to equally well-trained and polite French officials, with the immediate promise of some temporary relief for American trade, while waiting for a permanent adjustment. It is desirable that France and Germany should do business with each other, because as neighbors they must outgrow old animosities and learn the advantages of economic coöperation. But it is also desirable that there should be no artificial barriers to destroy the normal movement of commerce between France and the United States. The American tariff policy is not sacred as to rates and schedules, and it can doubtless be so adjusted as to secure for the United States, as regards France, what is known as "the most-favored-nation" treatment. There ought to be a more intelligent foresight in our tariff policies. The French seem to have the better argument in the present situation. We are stupid to maintain high rates against our immediate neighbor, Canada, with which country we ought to have full free trade. France and Germany, in like manner, would do well to establish complete reciprocity. Meanwhile, we should meet French tariff views open-mindedly.



HON. PAUL CLAUDEL, FRANCE'S AMBASSADOR
AT WASHINGTON

Though spending the last thirty-five years in the diplomatic and consular service of his country, M. Claudel has found time to write books of drama and poetry which have earned for him recognition as an author of the first rank. Before coming to Washington, early in the present year, he was French Ambassador to Japan.

*A Treaty
to Be
Negotiated*

Secretary Kellogg has a habit of taking up questions as they arise and meeting them directly without too much roundabout exchange of views and opinions. Accordingly, in this matter of the French tariff, he conferred last month with the French Ambassador at Washington, Monsieur Claudel, and the new French tariff of September 6, which raises rates in some cases fully four times as high as before, will not be enforced against American imports until time has been granted for the working out of a permanent agreement. It was in this fashion that Mr. Kellogg adjusted with the Canadian Minister some time ago the difficulties that had arisen at Detroit in the enforcement of the immigration laws as they affected a good many thousand people living on the Canadian side but having regular jobs in automobile shops and other establishments on this side of the line. These workers are now permitted to enter the United States each day.

*Authority
in the
Canal Zone*

A mild sensation was caused in September by Dr. Morales, the delegate of Panama to the Assembly of the League of Nations at Geneva, who announced his intention to bring before the League an alleged dispute between the little Republic of Panama and the Government of the United States as to sovereignty over the Canal Zone. This representative of Panama was reported as asserting that the sovereignty of the Panama Republic over the Panama Canal was absolute, and that Panama was justified in taking the issue to Europe for vindication of his country's threatened rights. There was surprise at Geneva, but no disposition on the part of representatives of the leading Powers to make any comments. In the United States, such public men as Senator Swanson of Virginia, ranking Democratic member of the Foreign Relations Committee, lost no time in giving statements to the press to the effect that our sovereignty over the Canal Zone was complete, and that the United States would not have part in permitting it to be brought under discussion before any international tribunal. Secretary Kellogg poured oil on the troubled waters by calmly stating that there was no dispute of any kind pending between the United States and Panama, and that the remarks of the delegate at Geneva had no bearing upon anything with which the State Department was concerned. He reminded us, however, that a new treaty had been negotiated with Panama which was as yet unratified.

*No Serious
Dispute
Is Probable*

Finally, on September 14, President Chiari of Panama declared that his Government was not behind Dr. Morales, and that no issues between his republic and the United States would be referred either to the League at Geneva or to the World Court at The Hague. Dr. Morales has been prominent in Panaman affairs ever since the United States intervened and supported Mr. Bunau-Varilla in detaching Panama from the Republic of Colombia and in creating an independent government. The people of Panama, are, of course, under infinite obligation to the United States. Their political lot was almost as bad as could be conceived under the Bogota rule; and their sanitary conditions were such that Panama was regarded as the most dangerous pest-hole in the world. The sanitary redemption of

Panama by American medical authorities is hardly equalled among the modern miracles of public health administration. The construction of the Canal as a great engineering and financial triumph by the United States has brought to the little Republic of Panama stability, security, and prosperity. As a purely technical matter, the United States chose to hold the Canal Zone in the form of a perpetual lease rather than in the form of an outright annexation. This was one of those fussy, ambiguous arrangements which lawyers like to make, and which are quite sure at some time to cause misunderstandings.

*American
Policy on the
Isthmus*

The present Republic of Panama was in fact created as a protectorate of the United States, as all the world knows. Under no other conditions would it have been a sane performance for the United States to place its most costly engineering structure on Panama soil. The question of sovereignty has not hitherto arisen in any practical way, except as regards the use of the Canal Zone for commercial purposes in competition with the merchants and traders of Panama outside of the Zone. The United States had no desire to create a free-trade area that would render futile Panama's attempt to raise revenue by tariff duties. Questions of this kind are mere matters of accommodation as between the local authorities of Panama and the Government of the United States; and it has been our policy from the beginning to encourage the Panama merchants, and not to establish for ourselves a commercial population within the Zone privileged to put the traders of the Republic of Panama at a disadvantage. So far as Europe and the League of Nations are concerned, the position of the United States at Panama is no more to be questioned than the control by the United States of the District of Columbia.

*Argentina
and the Corn
Tariff*

An incident last month, showing the sensitiveness of Latin America as regards the United States, had to do with inquiries that our Tariff Commission was making to ascertain relative costs of production. Agricultural products are coming in large quantities from the Argentine Republic, where our own staple, Indian corn, is now being produced in surplus quantity. Also, Argentine beef, hides, mutton, wool, flax-seed, and

other products of standard agriculture are entering largely into the world's consumption. As a part of the process of tariff rate-making at Washington, it has been customary to go as thoroughly as possible into the cost of production in foreign countries of articles that seek to compete in the American market with our own domestic output. American agents making economic inquiries of this kind have not only been permitted to learn what they could in European countries, but as a rule have received courteous assistance. Experts were about to proceed to Argentina to study the methods, conditions, and costs of the production of corn and flax-seed; but their sailing was prevented at the last moment by diplomatic information to the effect that their coming would be unwelcome. Our accomplished Ambassador, Mr. Robert W. Bliss, who has recently entered upon his new duties at Buenos Aires, cabled the State Department, advising against the sending of these agents.

*Imports of
Corn and Do-
mestic Prices*

Argentine agriculture has owed a great deal to the United States in this very matter of the raising of corn, as well as in the breeding of improved cattle and in many other ways. Some information is, of course, available as to the corn crop of Argentina, without our sending experts; and the Tariff Commission will proceed to make its report. The extent of the shortage in our own corn crop this year, due to weather conditions, is not yet fully determined, but it will be extensive, particularly in some of the most important districts of the Corn Belt. This fact has occasioned a great deal of speculation on the produce exchanges, with prices of corn averaging fifteen or twenty cents a bushel higher than last year. Prolonged hot weather in September had the effect of hastening toward safe maturity a considerable percentage of the corn crop in Iowa and adjacent States that otherwise would have been lost through the lateness of the planting season. There is a theory that even a moderate amount of imported corn can be thrown on the market in a way to keep down the prices of the whole American crop. Careful analyses have been made of the average cost of producing corn in the United States, and under flexible tariff provisions it is conceivable that our Commission at Washington might recommend to the President

an increase in the customs rate on corn. The United States produces more than three-fourths of the world's corn crop, and Argentina averages something like one-tenth of our total.

*Costs
as a Rate
Basis*

The Fordney-McCumber Tariff Act, signed by President Harding September 21, 1922, fixed the rate on corn at fifteen cents a bushel. For some years it had been on the free list by virtue of the Underwood Tariff. Previously, under the Payne-Aldrich Tariff, the rate had been fifteen cents. With a short crop, the American farmer justly seeks a fairly high price-level. Corn this year ought to bring not less than a dollar a bushel at the farm, in view of the factors of cost and of risk that enter into production. It is probable that, under existing conditions, corn is produced in Argentina at a much lower average rate—perhaps fifty cents a bushel. Foreigners are granted every facility for studying American production in all fields; and most of the competition with which the industry of the United States is now met is due to the use of American machines or American methods in European countries. Our foreign friends talk much about internationalism, but the United States is the only country that has ever really put into practice the international gospel.

*Armaments
and Assertive
Nationalism*

So tolerant and easy-tempered is the American public that it is hard to believe that similar states of mind are not existent everywhere else. It would be unfortunate if it should have been found that we have learned nothing at all from the failure of our recent attempt to secure a change in the ambitions of certain powers to take advantage of the opportunity to gain naval and military supremacy. A striking rebuke has been administered to the British Government by Lord Robert Cecil, who has resigned from the Cabinet as a protest against the naval imperialism that caused the failure of the Conference called by President Coolidge. At least, the Conference revealed the nature and extent of the British naval program. It is somewhat difficult to understand why this enlightened statesman, who was one of the chief British delegates at the Naval Conference, should not have made his position clear by expressing his actual sentiments and withdrawing from the Confer-

ence and the Cabinet, at the moment when it had become clear that the deadlock could not be broken as between the irreconcilable views of the United States and Great Britain.

The Topic Now Acute at Geneva When the German fleet was sunk at the end of the war, there remained no powerful navies except those that had been co-operating against Germany for the avowed purpose of establishing international justice and permanent peace. The common seas belong to all nations; and no single government is justified, either theoretically or practically, in developing and maintaining a naval strength that amounts to supremacy. Germany is now in a position of influence within the councils of the League of Nations, and is asserting boldly that general disarmament had been promised as a part of the war settlement, this claim being admitted by Monsieur Briand on the part of France. The disarmament question is now uppermost in the autumnal discussions at Geneva, and the issue of compulsory arbitration is again at the front. Mr. Frank H. Simonds, who is observing affairs at Geneva, will in our November number present his analysis of the issues and problems that make this beautiful Swiss city a focus of international news.

Canada and Cuba in the League Council For one thing, the smaller nations are this year more outspoken than ever before in the Assembly of the League. The permanent members of the League Council are Great Britain, France, Italy, Japan, and Germany. Nine seats are filled for three-year terms, three each year, by a majority vote of fifty-six states represented in the Assembly. Belgium, until now, has held one of these seats, and Czechoslovakia, represented by Premier Benes, has held another, a third one being Salvador. The great powers (known as the Locarno Group) had expected to reelect Belgium for another three years; but the Assembly, which voted on September 15, made a clean sweep and filled the three Council places by choosing Finland, Cuba, and Canada. With the United States outside of the League, it is a matter of extraordinary interest to us that these two American neighbors, each of them on exceptionally close commercial, social, and political terms with the United States, should be not only

members of the League of Nations, but selected to hold seats in the Council for the coming three years. Canada was by no means chosen as a mere satellite of Great Britain, but rather in recognition of its new standing in the larger list of sovereignties constituting the so-called family of nations. The new President of the Assembly this year is Alberto N. Guani, of Uruguay.

President Coolidge in Washington

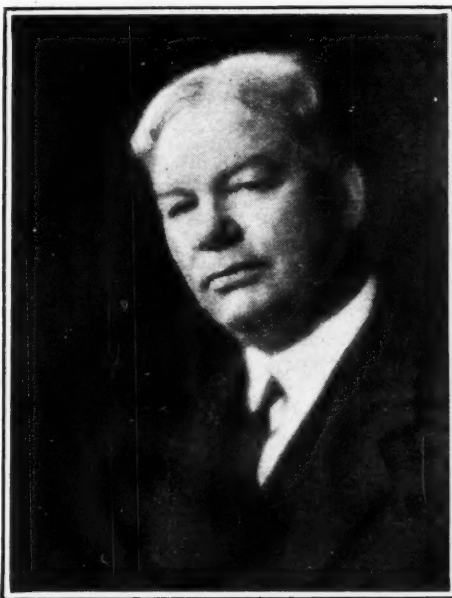
President Coolidge's return to Washington, on September 12, found the reconstructed White House ready for occupancy, and the President himself prepared with fresh vigor to deal with various public questions. Undoubtedly his sojourn in the Northwest had broadened his vision, and enlarged his sympathies. What effect this may have upon the possible enactment of a compromise bill for agricultural relief may indeed be fairly discussed, but not with any hope of reaching immediate conclusions. In some quarters it is still predicted that President Coolidge will be nominated for another term. Those who make this prophecy forecast a deadlocked convention that will turn with a unanimous appeal to Mr. Coolidge to lay aside his own preferences and accept a party mandate. Such is not, however, the opinion of a majority of those who would seem best entitled to express their views. Few men have had opportunity to understand President Coolidge in his official character better than Mr. Judson C. Welliver, who has contributed to this number of the REVIEW a well-considered article on the President's position. Until about a year ago, Mr. Welliver was a confidential member of the White House staff, retaining the position that he had occupied throughout the presidency of Mr. Harding. His retirement from his official position was due to opportunities that his trained talents as an economist and a publicist brought to him in the business world. He has now accepted the position of editor-in-chief of a great Pittsburgh newspaper, the *Post-Dispatch*. Mr. Welliver, like others who are anxious to do full justice to the President from his own standpoint, understands that Mr. Coolidge thinks he will have done his full duty to the country when the end of his present term arrives on March 4, 1929, and that he will be entitled to lay down the heavy burden that he has been carrying so faithfully.

*The Talk
About
Candidates*

To bring the country through the period of post-war readjustment has been no merely casual and routine task. A year or two hence we shall be facing some new questions for which a new executive group may be desirable. The talk about candidates will go on as a part of that kind of preliminary political education that makes each presidential election a valuable thing for our self-governing democracy. With the return of Mr. Hughes from a two months' absence in Europe, there was to be noted the launching last month of a tentative Hughes boom, which, however, was regarded by nobody as abetted or countenanced by him. Besides his great position as an international authority, his eminence as a jurist, and his experience as Governor of New York, Mr. Hughes has a grasp of financial and business problems that is hardly surpassed by any contemporary fellow citizen. Mr. Lowden, also, like Mr. Hughes, is a man of a remarkable range of attainments and of exceedingly well-balanced mentality. Each of these statesmen has a rare mastery of the art of public speaking, and each has a personality that would grace the highest office. Mr. Hoover's wide range of information and experience and his constructive genius in dealing with material problems are everywhere recognized. Vice-President Dawes has been tested in a variety of ways, and besides being an expert in finance and in the problems of administration, he stands in the foremost rank as a typical American—sincere, trustworthy, and courageous.

*A Possible
Democratic
Choice*

Perhaps Governor Smith of New York, who has been in public office a long time, may not choose to have his followers force his nomination next year. If he were thus inclined to step aside, he could probably bring about the nomination of any man whom he would consider best suited, upon the whole, to carry the Democratic banner. In such case, he might regard the Hon. Owen D. Young as the one Democrat in the United States most competent in every way at the present time to fill the presidential office. It is not to be supposed that Mr. Young has entertained for a moment the suggestion that he be a candidate for political office; yet he has, in high degree, the qualifications that would seem to fit him for the problems that must be faced in our



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MR. JUDSON C. WELLIVER

Some years of association at the White House with both President Harding and President Coolidge have especially qualified Mr. Welliver to write the article which we are publishing in this number, on the conditions which led to Mr. Coolidge's renunciation of further presidential ambition. Mr. Welliver has recently become editor of the *Pittsburgh Post-Dispatch*, a consolidation of two daily papers.

early future. Governor Smith undoubtedly has unusual talent for politics and government; but it is difficult to think of him as the man to deal with the future readjustment of the European debt problems, or with the changes in our tariff policy to meet the demands of our producers, while keeping open the doors of international commerce. Mr. Young, like Judge Hughes, Governor Lowden, Mr. Hoover, and one or two others who are available, is undoubtedly qualified to deal in a masterly way with these economic concerns.

*Mayor Walker
Enters
Europe*

Governor Smith's closest associate in many of his more recent political triumphs is the versatile and light-hearted Mayor of New York, Hon. James J. Walker. In spite of the fact that he has an unconcealed fondness for frivolity, and a flippancy of speech that belongs rather to the vaudeville stage than to the conventionalities of public office, Mayor Walker has not only many commendable qualities but he has more than ordinary intelligence and zeal in the public



THE MAYOR OF NEW YORK, ON THE THRONE
OF THE LORD MAYOR OF LONDON

Hon. James J. Walker, the boyish-appearing executive of the American metropolis, spent six weeks in August and September visiting the capitals of Europe.

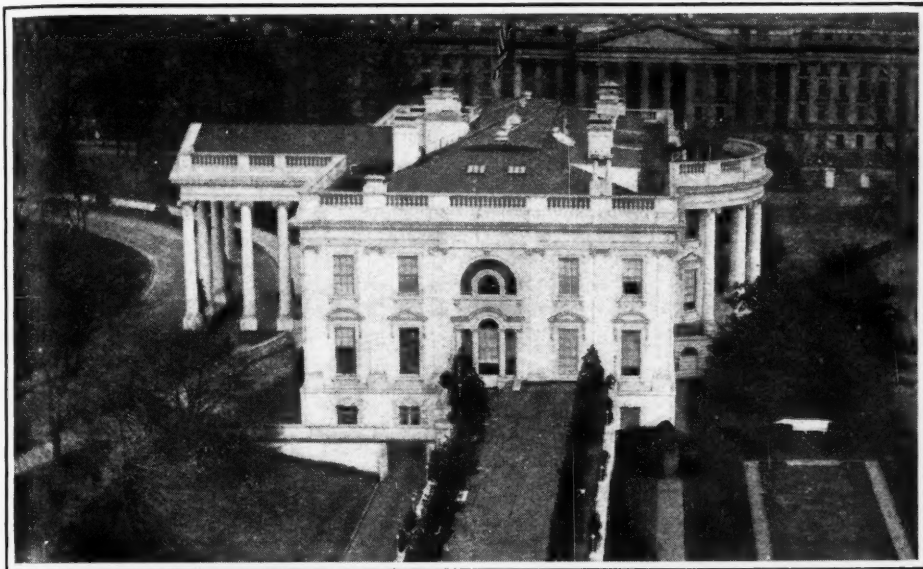
position that he holds. His summer tour of Europe has contributed much to the gayety of nations. His manners and his appearance have made the heavy-witted and venerable Lord Mayors of the British Islands fairly gasp with speechless astonishment. He has hobnobbed with burgomasters, syndics, police prefects and all sorts of municipal authorities, and has learned a great deal that has stimulated his quick imagination regarding the housing of working people in cities, methods of health and police regulation, and so on. He has discovered that the capitals of Europe are not effete, but that they are quite as forward-looking and ambitious as are our American cities. Mayor Walker has made friends everywhere abroad, and his glittering raiment and amusing remarks have in no manner reflected discredit upon the great city of which he is the administrative head. He has managed to be popular with all sorts and conditions of people from statesmen and ecclesiastics to French milliners and street gamins.

*Prosperity,
in Its
Present Forms*

The business tendencies of the season are set forth in a remarkable article that has been contributed to our present number by Colonel Leonard P. Ayres, of the Cleveland Trust Company, whose skill in applying underlying principles to concrete conditions is fully appreciated by financiers, industrial leaders, and economists. He finds this period of prosperity likely to continue for some time to come, with the contrasting advantages and disadvantages of a gradual decline in commodity prices. Small businesses are finding it harder to compete, and many of them are being eliminated. The chain stores and the large distributing enterprises are prospering, and the great producing corporations, as in the automobile field, are relatively successful, while the smaller ones experience increasing difficulty in meeting competition. Railroads prosper because their supplies cost less, while the services that they sell are experiencing no decrease in aggregate revenue. Building operations in the United States have been greater in the past two or three years than ever before; the purchasing power of the salaried and wage-earning classes tends to increase; the relative abundance of liquid capital promotes speculation in the stock market and helps to keep the price level for securities at unprecedented heights.

*Commissions
that "Regulate"
Business*

Although economic forces are tending toward larger units and leading in the direction of the merger of smaller into larger enterprises, the path of economic law is not always in harmony with the regulatory law that has been made by politicians. Thus the Federal Trade Commission at Washington is on guard against the big-business movement; and the Interstate Commerce Commission seems to find itself unable to sanction any of those railroad consolidations that have been proposed in supposed compliance with the spirit of the Esch-Cummins Railroad Act. The Interstate Commerce Commission has become meticulous to an extent that perhaps imperils its usefulness. It is assuming a range of authority in the transportation field that in the very nature of the case it is hardly equipped to exercise. In short, it seems to be undertaking rather more than it is able to accomplish beneficially. The Federal Reserve Board, early in September, overruled the Federal



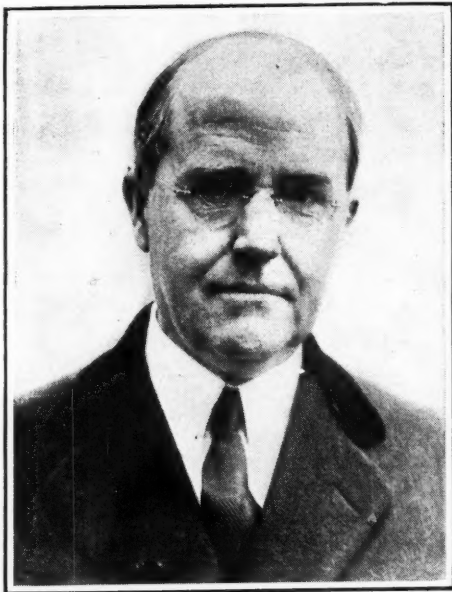
THE WHITE HOUSE, WITH ITS NEW ROOF AND REMODELED TOP FLOOR

On the second day of March, President and Mrs. Coolidge moved out of the White House into a private residence, in order to permit extensive repairs to the roof of the executive mansion. Upon their return from a summer spent in South Dakota, they found the reconstruction work completed.

Reserve Bank at Chicago by insisting upon a reduction of the discount rate from 4 per cent. to $3\frac{1}{2}$ per cent. Senator Glass and other high authorities insist that this determination of the central board at Washington to regulate and dominate the financial conditions of the whole country is contrary to the spirit and intent of the existing law, and essentially dangerous. Congress will have much to say this coming winter about the nature and extent of the regulatory powers of our ever-increasing number of boards and commissions.

The Washington Season Approaches Until the middle of September, it remained an open question whether or not the new Congress would be called into session a few weeks earlier than the regular date, which is the first Monday in December. Mr. Curtis of Kansas, Floor Leader of the Senate, and Mr. Tilson of Connecticut, holding a like position in the House of Representatives, joined in assuring President Coolidge that nothing would be gained by an extra session. This view was supported by Speaker Longworth. The most active workers for agricultural relief have favored an extra session, as have some of those most deeply interested in legislation for the relief and future security of the

regions recently devastated by the Mississippi River floods. However, Secretary Hoover favors the treatment of flood relief after the full report of engineers that will not be ready until December. It is now expected that the annual burden of taxation can be reduced by about \$300,000,000. The Congressional committees are working on the tax question all the more uninterruptedly because Congress is not in session. Most citizens do not realize how much of the real legislative work is done by committees in the vacation periods. With the White House rebuilt so substantially, and with public improvements of various kinds proceeding so favorably, the Federal City was never so attractive as at the present time. Neither has the great machine of government ever been more efficient. We shall find the winter session of Congress influenced by the approach of the presidential campaign; and there will be protracted debates on agriculture, naval increase, our merchant marine, the tariff situation, tax reduction, and many other subjects, domestic and foreign. A year from now we shall be at the very climax of a presidential campaign. Young citizens would do well this autumn and winter to give more than ordinary attention to the study of politics and government.



HON. SILAS H. STRAWN

Elected president of the American Bar Association at its meeting in Buffalo last month. Mr. Strawn is a distinguished Chicago lawyer who has also served as the American member of commissions on the Chinese tariff and extraterritoriality.

*Lawyers
and
Journalists*

The American Bar Association, in its recent annual meeting at Buffalo, among many other interesting and timely matters, received a report from its committee upon the co-operation of the legal profession and the newspaper press for the better handling of publicity in court proceedings. The observations contained in the report are admirable, and it may well be that we shall note improvement from this time forth. There is much that judges themselves can do to punish offending lawyers, on one side or the other, who manage to try their cases in the newspapers for the sake of influencing public opinion in advance. Judges and prison officials also ought to be able to stop the publication of material purporting to emanate from prisoners awaiting trial, or from convicted criminals seeking to gain public sympathy for pardons or commutations of sentence. Many newspapers have offended greatly, but the courts have come far short of applying remedies already within their reach. Thus delays

of justice that are due to our legal system are largely responsible for the excessive activities of the press in their treatment of notorious cases. The prompt and efficient administration of justice might tend to deprive a good many lawyers of the profits of their calling; but few reforms are so much to be desired as that of our litigation methods. A prominent Chicago lawyer, Hon. Silas H. Strawn, was elected president of the American Bar Association for the coming year.

*Around the
Mediterranean*

Among those who carry the best American spirit into foreign fields there are none who are more worthy of praise than the representatives of the Near East Relief. Mr. Barclay Acheson, who is director-general of the overseas operations of that great philanthropy, returned last month to this country after a survey of conditions in the regions around the eastern Mediterranean, the Black Sea, and the Persian Gulf. He attended the conference at Constantinople that brought together for a ten days' meeting the representatives of all American agencies that are at work for the welfare of these people of the so-called Near East. In Syria he found the Government, under the auspices of the League of Nations, engaged in settling Armenian refugees; in Irak he was impressed with the need of a stabilized government that should make possible the improvement of health conditions and make possible a modern economic policy. He was particularly impressed in Persia with the loss of vitality suffered by the population through the ravages of preventable disease. The institutional work of the Near East Relief grows gradually less, in so far as mere numbers of orphan children are concerned. But it would be an unfortunate mistake to curtail this work too rapidly. The appeal is not merely to the generous emotions of an American public whose gifts have been used to save the lives of scores of thousands of orphan children; it is also to the sound judgment of those who realize that education, public health, agriculture, and social conditions in general can be so improved by further American effort as to bring about the permanent progress of those interesting and unfortunate regions.

A Record of Current Events

FROM AUGUST 15 TO SEPTEMBER 15, 1927

THE PRESIDENT

September 10.—President Coolidge, en route for Washington from his summer vacation, dedicates the Lincoln Memorial Library of the State College at Brookings, S. D., emphasizing the vital necessity of spiritual values in education.

September 11.—The Coolidge family returns to the White House (which has been renovated) after an absence in South Dakota since the middle of June.

September 12.—Mr. Coolidge urges patriotic support of merchant vessels of American registry.

AVIATION

August 16-17.—The first transoceanic airplane race (between San Francisco and Honolulu) is won by the *Woolaroc* (first, winning \$25,000), and the *Aloha* (second, \$10,000); the prizes are paid by James D. Dole, and a search is started for two other planes, which are not found.

August 26.—Uruguay subscribes to a contract for air-mail service between Uruguay, Brazil, Africa and Europe; the Aero-Bolivian Company reports 314 flights in fourteen months, covering 45,300 miles with 1,583 passengers, 4,600 pounds of baggage, and 1,148 kilograms of mail.

The Army and Navy Joint Board issues instructions governing coöperation of army and navy air forces in national emergency.

August 27.—September 15.—The monoplane *Pride of Detroit* flies from Harbor Grace, N. F., in an easterly direction as far as Tokio, stopping at fifteen cities in 12,205 miles covered in 145½ hours of flight during eighteen days, in an effort to beat the world's record of 28 days for aerial circumnavigation of the globe; pilots Edward F. Schlee and William S. Brock decide not to attempt the trans-Pacific flight, lacking fuel at Midway Islands.

September 1.—The United States Government relinquishes control of its last air mail route. . . a private trans-continental freight service is started.

September 8.—With the loss of *Old Glory* in flight from the United States to Rome, twenty lives have been wiped out in transoceanic flight and five deaths have occurred in preparation for such flights this year; two of those lost at sea are women.

AMERICAN POLITICS AND GOVERNMENT

August 22-23.—Sacco and Vanzetti, convicted of murder by a Massachusetts jury, are executed at midnight. . . Red agitators riot in many cities in protest.

August 23.—In Mississippi Democratic primaries, former Governor Theodore C. Bilbo defeats Governor Dennis Murphree for the gubernatorial nomination.

August 30.—Warren T. McCray, former Governor of Indiana, is ordered released on parole from

Atlanta Penitentiary, where he was sentenced in April, 1924, to serve ten years on a charge of using the mails to defraud.

September 5.—Michigan puts into effect a new law removing all speed limits from motor traffic but requiring that the driver have his car under complete control.

September 7.—The War Department announces that 39,676 young men attended Citizens Military Training Camps this summer, four times the enrollment of 1921.

September 9.—Governor Ed Jackson of Indiana is indicted for attempted bribery, with Mayor John L. Duvall, of Indianapolis, following grand jury investigations during eleven months.

CHINESE EVENTS

August 21.—The Kuomintang Central Executive Committee of the Southerners at Hankow announces transfer of the Government to Nanking; representatives of Nanking and Hankow groups confer at Kiu-kiang on unification of the entire Southern movement.

August 27.—The Northern General Sun Chuanfang retreats after an unsuccessful attack on Shanghai, having left 4,000 men; Gen. Feng Yushiang is reported in control of Suchow-fu, near Shantung.

August 30.—Japan orders withdrawal of her troops from Shantung.

August 31.—Rear Adm. Mark L. Bristol arrives at Shanghai to succeed Rear Adm. Clarence S. Williams in command of the American Asiatic Fleet September 9.

September 2-5.—British warships break up pirate rendezvous at Bias Bay, Taipinghu, and Shekki.

FOREIGN POLITICS AND GOVERNMENT

August 25.—The Cosgrave Government of the Irish Free State wins two seats in Dublin by-elections and the Oireachtas (Parliament) is dissolved; a general election will be held September 15 (the new Oireachtas will assemble October 11).

Two Japanese cruisers and two destroyers collide in night battle manoeuvres on the Sea of Japan with a loss of 129 officers and men.

August 20.—Viscount Cecil of Chelwood resigns from the British Cabinet under Premier Baldwin, in disagreement with his colleagues over disarmament; he believes that "general reduction and limitation of armament is essential to the peace of the world . . . and the existence of . . . civilization itself."

In India, it is reported that religious disorders between Mohammedans and Hindus have resulted in nearly 300 deaths and 2,500 wounded within eighteen months.

September 10.—A daughter is born to Empress Nagako of Japan.

INTERNATIONAL RELATIONS

August 24.—Mayor Walker, of New York, visits Berlin, on a tour of European capitals, his youth and informality offering a strong contrast to the trappings, age, and dignity of Old World mayors.

August 25.—Señor Don Miguel Cruchaga Tocornal resigns as Ambassador from Chile at Washington, D. C., to be succeeded by Carlos Davila, editor of *La Nacion* (Santiago).

A congress of the Interparliamentary Union is opened at Luxembourg Palace to discuss codification of international law, disarmament, and colonial mandates.

August 28.—The Prince of Wales leaves Winnipeg for Montreal, with Prince George.

August 29.—The first International Conference of Press Experts ends at Geneva with unanimous adoption of resolutions for presentation to the League Council for acceptance by nations of the world; 63 delegates represent 38 countries and all phases of journalism.

September 1.—President Calles, in his message to the Mexican Congress, analyzes his policies and their effects on foreign relations and religious life.

September 5.—The eighth Assembly of the League of Nations convenes at Geneva and elects Alberto N. Guani, of Uruguay, as President.

September 6.—The League Assembly at Geneva takes up disarmament through discussion by delegates from the small nations.

John Van A. MacMurray, American Minister to China, confers with Secretary Kellogg at Washington, D. C.

September 9-10.—At the League of Nations Assembly at Geneva, Dr. Gustav Stresemann accepts for Germany compulsory arbitration under the World Court. . . . M. Aristide Briand sways the delegates with an impassioned plea for peace, stating that France has "been nailed to the bloody cross of a war that she has no desire to see repeated."

September 10.—The question of sovereignty of the Panama Canal Zone is raised against the United States at Geneva by Dr. Eusebio Morales.

September 12.—John D. Rockefeller, Jr., donates \$2,000,000 for a League of Nations library building.

September 13.—The Persian Government announces at Geneva that it will abandon opium culture by substituting other crops.

ECONOMIC JOTTINGS

August 26.—Argentina returns to the gold standard for the first time since 1914, and the paper peso is now convertible into 44 centavos gold.

September 1.—Germany completes payment of her third annual Dawes plan instalment, amounting to 1,500,000,000 marks.

September 4.—United States exports show a favorable trade balance of \$270,000,000 for seven months ending with July; exports are valued at \$2,712,489,766.

September 6.—Secretary Hoover confers with bankers and mortgages in the long-staple cotton region of the Mississippi Valley, where the recent flood has devastated the best production center.

September 9.—The United States Government negotiates a new trade treaty with France, protesting a new French tariff which vitally affects \$90,000,000 of annual American imports.

OTHER OCCURRENCES OF THE MONTH

August 20.—A committee report at Lausanne on unification of churches is referred to the Continuation Committee; five reports on gospel, nature of the church, sacraments, ministry and creeds are accepted.

September 2.—Silas H. Strawn, of Chicago, is elected president of the American Bar Association.

At Leeds, England, the British Association for Advancement of Science hears John L. Hodgson outline a plan for tapping interior earth heat by boring holes thirty miles deep.

September 3.—A Chicago motion-picture operators' strike, which closed 400 theaters ends.

September 12.—The Putnam Expedition to the Arctic reports by radio that Baffin Island has been charted 5,000 square miles too large.

Precision instruments are developed for measuring one-billionth of an inch and for recording a millionth of a degree of temperature.

September 13.—Typhoons and tidal waves strike Japan and Mexico; 1000 Japanese are missing.

September 14.—The American polo team defeats the British, 8-5.

MONTH'S MAJOR OBITUARIES

August 15.—Judge Elbert H. Gary, head of U. S. Steel Corporation, 80. . . . Prof. Bertram Borden Boltwood, discoverer of ionium radio activity, 57.

August 16.—Jonathan Ogden Armour, Chicago packer, 63. . . . Chief Justice Thomas Graham Mathers, Court of King's Bench, Manitoba, 67.

August 17.—Robert Williams Gibson, architect, 72.

August 18.—Rev. George White McDaniel, D.D., Virginia Baptist, 52. . . . Premier John Oliver, of British Columbia, Liberal, 71.

August 23.—Said Zaghoul Pasha, former Prime Minister of Egypt, 76.

August 25.—Enrico Cardinal Reig y Casanova, Primate of Spain, 77.

August 26.—John St. Loe Strachey, noted British writer and former editor of the *Spectator*, 67.

August 29.—Irwin R. Kirkwood, editor of Kansas City *Siar*, 48. . . . Dr. George Andrews Hill, astronomer and author, of Washington, D. C., 69. . . . Most Rev. and Rt. Hon. John Henry Bernard, D.D., noted Irish educator, 67.

September 1.—Amelia Bingham, actress, 58. . . . Frank Lynn-Jenkins, British sculptor, 57.

September 5.—Wayne Bidwell Wheeler, prohibitionist, 57. . . . Marcus Loew, motion picture pioneer, 57.

September 7.—Rear Adm. William Strother Smith, U. S. N., retired, 70. . . . Collin H. Woodward, New York Republican, 61.

September 8.—George Breed Gordon, Pittsburgh attorney, 67. . . . Sir John Lane Harrington, British diplomat, 62.

September 9.—Miss Lily Augusta Long (Roman Doubleday), Minnesota author.

September 10.—Brig.-Gen. Winfield Scott Edgerly, U. S. A., retired, cavalryman, 81.

September 11.—Col. Charles Jasper Glidden, Boston telephone pioneer, 70.

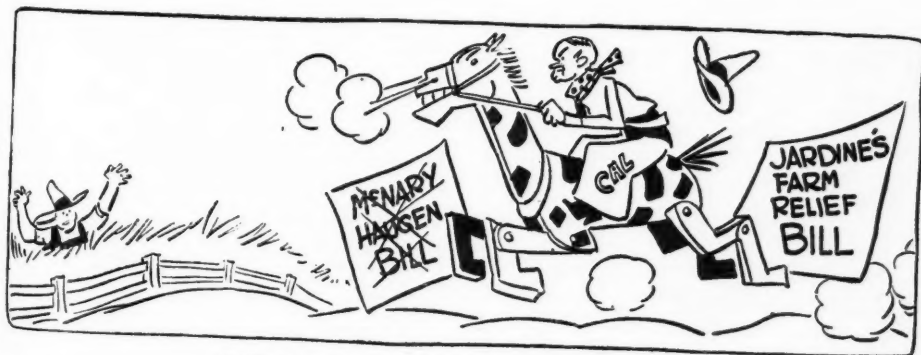
September 14.—Arthur Bouchier, noted British actor manager, 63.

Agriculture • Politics • Aviation

As Reflected by the Month's Cartoons



THESE ARE BUSY DAYS FOR THE FARMER
From the *Public Ledger* (Philadelphia, Pa.)



YOUNG LOCHINVAR COMES OUT OF THE WEST
From the *Press* (Cleveland, Ohio)



WHAT WILL BE LEFT FOR THE TAXPAYER?

From the News (Dallas, Texas)

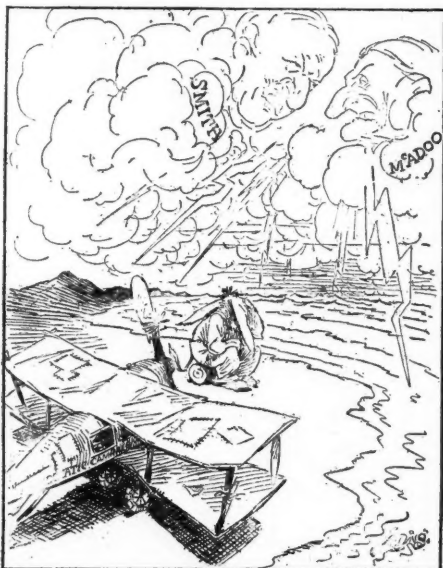
WITH the summer over, the political season takes on new life. While Congress will not meet until December 5, two months hence, the leaders are already making legislative plans. The national



THE TUNE THAT MAKES HIM HAPPY

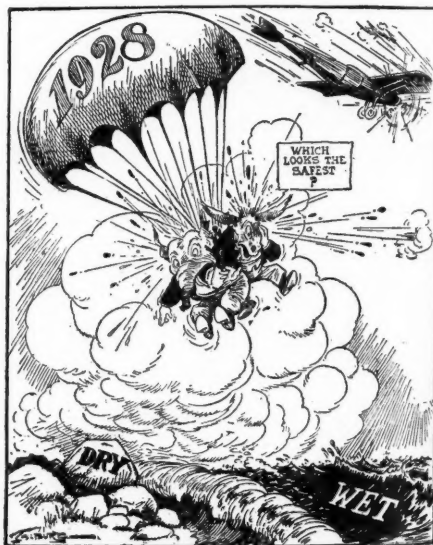
From the Constitution (Atlanta, Georgia)

party conventions are likewise approaching, the presidential contest in each case being an open one. Of the eight Republican candidates pictured in the cartoon on the opposite page, only Mr. Hughes and Mr. Lowden are out of public office; all the others are in the Cabinet or in the halls of



THE DEMOCRATIC DONKEY WAITS FOR BETTER WEATHER CONDITIONS

From the Herald Tribune (New York City)



JUST WHERE ARE THESE AVIATORS GOING TO LAND SAFELY?

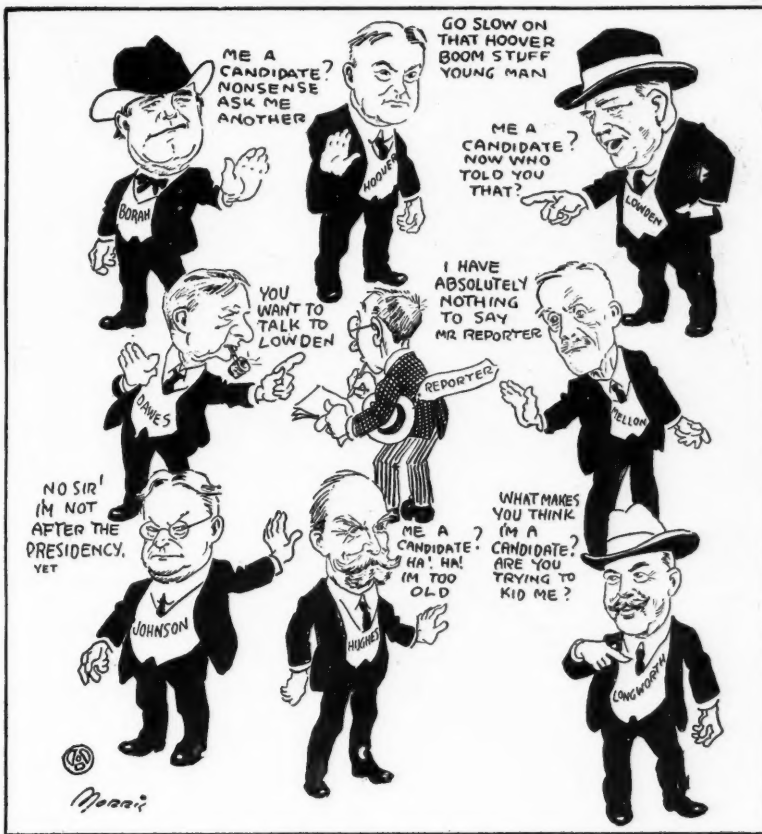
From the Telegram (New York City)

[The two major political parties must be either wet or dry]

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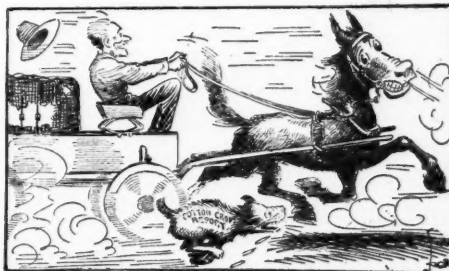
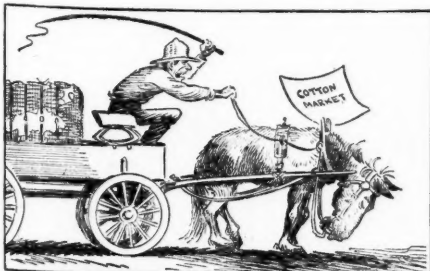


BUT WHAT WILL THESE SAME REPUBLICANS SAY NEXT SPRING?

From the Citizen (Brooklyn, N. Y.)

Congress. Mr. Coolidge's announcement that he does not choose to run again in 1928 has given encouragement to the friends of other Republican eligibles. Democratic aspirants, meanwhile, have remained

unusually quiet after a flurry, centering largely around Governor Smith of New York, early in the present year. Political issues, as well as presidential candidates, will soon begin to emerge.



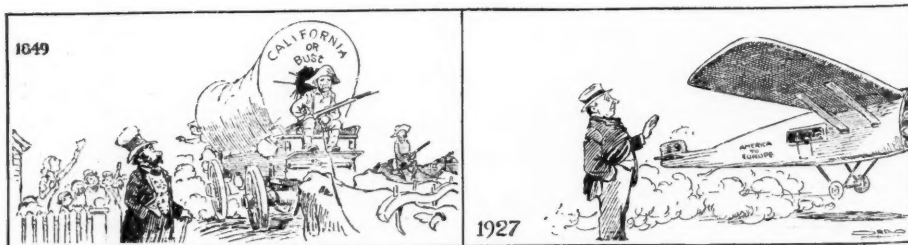
THERE'S LIFE IN THE OLD HORSE YET

From the News (Dallas, Texas)

[The price of cotton rose two cents a pound upon the issuance of the Government's crop report in September]



A CARTOON THAT APPEARED IN THE NEW YORK "AMERICAN" WHEN THE AIRPLANE "OLD GLORY" STARTED ACROSS THE ATLANTIC IN SEPTEMBER



THE PIONEER SPIRIT STILL SURVIVES

From the Tribune © (Chicago, Illinois)

**HOW THE BIRD HAS GROWN**From the *News* (Dallas, Texas)**"BUT DON'T GO NEAR THE WATER"**From the *Tribune* (South Bend, Ind.)

THE cartoon which we reproduce prominently on the page opposite illustrates the way in which the newspapers and the public have paid tribute to aviators who set out upon difficult and hazardous expeditions during the past four months. But within a few hours after the departure of "Old Glory," which furnished the

inspiration for this drawing, came the wireless call for help, later the futile search and the finding of portions of the wrecked plane. Rejoicing and acclaim were at an end; sorrow and regret had taken their place. The season's record of failures includes six airplanes which disappeared over the Atlantic and three over the Pacific.

**FAME—OR DEATH?**From the *World* (New York City)**KING NEPTUNE TAKES HIS TOLL**From the *World* (New York City)

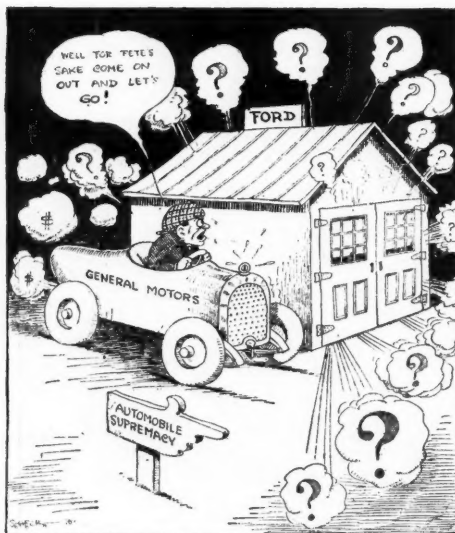


AFTER THE DISARMAMENT CONFERENCE

PRESIDENT COOLIDGE: "I'll teach them, those wretches!"

From *De Groene Amsterdammer* (Amsterdam, Holland)

The Dutch periodical now known as *De Groene Amsterdammer*, because of its green cover, employs the services of two brilliant cartoonists—Jordaen, who drew the Coolidge caricature above, and his more famous colleague Braakensiek, who created the one opposite it on this same page. No periodical the world over produces a higher grade of cartoon comment.



ALMOST READY FOR THE GREAT RACE

From the *Times Star* (Cincinnati, Ohio)



WHAT CAN THESE DAVIDS DO TO SLAY THE GREAT GOLIATH

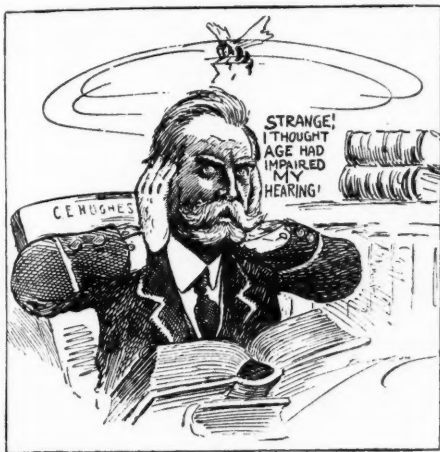
From *De Groene Amsterdammer* (Amsterdam, Holland)

Since Braakensiek drew this cartoon the small nations—among whom are those he pictures here as Norway, Switzerland, Yugoslavia, Czechoslovakia, Austria, and Denmark—have asserted themselves in the Assembly of the League of Nations. It is Braakensiek's suggestion here that the small powers in the League will have something to say about war and disarmament.



GLAD THEY ARE AFTER EACH OTHER AND NOT AFTER HIM

From the *Times* (Los Angeles, Cal.)



THE REPUBLICAN NOMINEE OF 1916 HEARS THE PRESIDENTIAL BEE AGAIN



THE SECRETARY OF THE TREASURY APPLIES HIMSELF TO HIS JOB

The four cartoons reproduced on this page are from the *Washington Star*, among the current work of Mr. Clifford K. Berryman. His daily cartoon, usually embodying the portrait of someone prominent in national affairs and in the news of the moment, has long been a feature of Washington journalism. From 1896 to 1907 his work appeared in the *Post*, but for the past twenty years it has been in the *Star*. It has been said of Mr. Berryman that he is the only cartoonist who has drawn the likenesses of all the members of a House of Representatives; and there is no one of his craft in all the land better able to reproduce faithfully the images of public men. This exceptional talent may be due in some part to his early training as a draftsman in the Patent Office, and as a general illustrator while still a young man. Mr. Berryman was born in Kentucky, fifty-eight years ago.



"I'LL SAY I AM PREPARED TO TAKE IT IF IT COMES MY WAY"
[Senator Watson of Indiana]



"IF I APPEAR IN THIS RIG THE EAST WILL LAUGH ITSELF TO DEATH"
[Governor Smith of New York]



"A DEMOCRAT IS ALWAYS FILLED WITH HOPE"—John W. Davis

From the *Evening News* (Newark, N. J.)



WATER FOR THE REPUBLICAN ELEPHANT

From the *Times-Dispatch* (Richmond, Va.)



COOLIDGE REFUSES THE CROWN

From *Kladderadatsch* (Berlin, Germany)

President Coolidge's Renunciation

BY JUDSON C. WELLIVER

[The author, who now edits the Pittsburgh *Post-Gazette*, was formerly associated with President Harding and President Coolidge, in the White House. This article was prepared at our request—THE EDITOR]

WHEN Calvin Coolidge issued his statement, "I do not choose to run for President in nineteen twenty-eight," he did, not an astonishing thing, but about the most characteristic act of his political career. Why there should have been difficulty in understanding what the President intended to convey, just as clearly as language could do it, must have been amazing to him. The last thing in his mind was to have uncertainty about his meaning. He thought he was putting it just as definitely and conclusively as possible.

On the day the President's "enigmatic" statement came over the wires, a group discussed it, and nearly everybody managed to inject a subtle, indirect, Janus-like signification into it.

"He'll not run—for the nomination," said one. "Well, he won't have to. It will be handed to him. After that he can't help himself."

"Of course he doesn't choose," replied another. "It isn't for him to choose. The people will do that; and they'll choose him."

A third had a slightly different interpretation. "It's a skillful way of putting it," he said. "The President knows that, in view of this third-term talk, he must be drafted. So he lets it be understood that he does not ask another term; will not make a contest; but is ready to leave the 'choosing' to the party and the convention."

All that sort of refinement was outside the mind of Calvin Coolidge. What he meant by his statement was expressed by a northern-New England friend in the group, to whom everybody turned at last.

"Tell us what you think the President really means," they demanded. But he was reticent.

"But you know the tricks of upper New England language, the colloquialisms of

Vermont, the particular significations that attach to special words or phrases," insisted another. Still no answer.

More urgencies. "You understand the phrases and styles of expression up there; come, now, give us your best judgment as to the meaning of it all."

The son of Vermont turned slowly from one to the other. He was a bit exasperated. He did not like to be compelled to define the obvious. He drew down his brows, and suddenly, whipping the words out of thin lips that snapped together at the end, said:

"I don't choose to."

There was just a touch of defiance in tone and manner. It plainly meant "none of your business," but was not quite so rough. More than anything else, it signified that the discussion was ended.

There were two or three in the group who had heard President Coolidge talk. They understood. The President intended to make it just as final as Vermontese could make it. If he had failed—well, so much the worse for people who do not understand Green Mountain English. He would not explain, and they would come to understand.

As He Came In, So He Leaves

So much was sufficient as to the President's meaning. But why did he say it? Everybody was conceding that he was sure to be renominated; almost everybody was admitting that if renominated he would be reelected. Could it be possible that he did not want to be? Was there a man who would willingly relinquish the presidency when he might keep it?

The answer, as the enigmatic Government spokesmen say in answering questions in the House of Commons, "is in the affirmative." Mr. Coolidge had come to the presidency that way, and he would leave it that way. When he was Governor of Massachu-

setts the Boston police struck, and Samuel Gompers asked him how about it. His answer was about as long as the "I do not choose" statement—but it made him Vice-President, and thereby President. That answer was not written with vice-presidency or presidency in mind. It was written to convey what he had to say, without waste of words. So was the "I do not choose" statement.

On the day before the President left for his trip to the Black Hills, I talked to him a few minutes at the White House. There were no exchanges of confidence; therefore I feel free to give my impressions as to what was in his mind at that time. I do not believe any such thing as the "do not choose" statement was there. Perhaps it was; but well back, with more interesting things in the foreground. Nobody knew whether he would allow his name to be used. In all probability he himself did not know.

Is the Country Tired of Coolidge?

If he was inclined, before he went west, to yield to the great temptation and seek to break the two-term rule, what changed his mind? If undecided, what decided him?

The answer is, several things. One of them had been weighing heavily in his considerations for some time. It was the feeling that the country was getting tired of him; of the sameness of comfortable but not very colorful conditions; of good times and prosperity without any excitement; actually of not having enough politics to talk about.

The need of a new issue had been apparent to him for a long time. "We have gone about as far as we can on the issues of sound economy and reducing taxes," he was reported to have said on one occasion more than a year before the great renunciation. "We have reached the low point in the cost of government. It will go up from this forward. That is inevitable." He did not feel that his administration was to blame for this; but he realized that if a continuous program of cutting taxes and lowering government costs was all—or most of all—that his administration had to commend it, then it must find some new issues and slogans.

But Mr. Coolidge does not readily drum up new issues. He is not a good showman in politics. In the face of certainty that the cost of government must begin to rise, and the probability that revenues would somewhat fall, he firmly believed that the best thing for the country was a continuance in

the same course of careful administration, of pruning expenses, of watching the corners, of opposing Congressional extravagance. He could go on vetoing appropriations, opposing Haugen-McNary measures, setting his face against things he considered generally bad, but that was a tiresome process.

A Search for New Ideas

He would have liked—or rather, he knew that the country and the times would have liked for him—to be amazingly for something utterly unexpected and entirely new and unqualifiedly right. The Ten Commandments, for instance. But to Mr. Coolidge that looked cheap, and threadbare.

Or, he might have taken an unalterable stand against something—sin, or bolshevism, or some such justification for platitudinous earnestness. But that struck him as blatant—and likewise, as likely to stir up enough ruction in some unexpected direction to interfere with the program of saving money, paying off the debt, and keeping the Government from mussing up real things.

Of course, there was the problem of the farmer. To do something for agriculture was as sound and unobjectionable as to acclaim the Sermon on the Mount. But just what? The folks who had most of the votes in Congress were determined on something which, he believed, made the remedy worse than the disease. Maybe he was wrong about that, but he had his views. Being equipped with the veto power, he felt that he ought to use it when it ought to be used; and he did not enjoy doing it. He was convinced that such measures as the Soldiers' Bonus and the McNary-Haugen bill would never have passed at all, save for the easy feeling of many Congressmen and Senators that they would be "taken care of" by a veto at the White House; and it is not indulging slang to say that that made him tired. It did, literally.

Still, a graduate from the Murray Crane school of practical politics could not be entirely above practical considerations. There was need for a new issue; for Achievement, Initiative, Leadership.

Failure at Geneva—The Last Straw

Disarmament was made to look like the safe and sane proposal. If the great naval powers could be induced to meet together and set a fine example by cutting down their navies, it would be an inducement to the other powers, in the League of Nations dis-

cussion of wider aspects of the same problem, to follow suit. So the President issued invitations for the five real naval powers—Britain, Japan, France, Italy, and of course the United States, to meet and see if they could agree.

What happened is so well known and so recent that it does not need to be recalled. Italy and France courteously regretted that they could not participate. Japan and Britain accepted for a revised, three-power conference; and after many weeks of conversations it came to nothing.

To fail of affirmative accomplishment was widely heralded as a step backward. There would now have to be an armament race, it was alleged. Instead of saving money and staving off the menace of conflict, an expensive navy-building competition, with the threat of conflict at its end, was in sight.

There were criminations and recriminations, charges and counter-charges. The spirit of sweetness and light that had presided over the sessions and dictated most of the press comment on the Washington Conference of 1922 was notably absent from the Geneva gathering. Some tactless British commentators opined that American ship-builders and munition makers had contributed a good deal to insure a failure; and, contrariwise, undiplomatic Americans had the bad taste to confess suspicions that Britain wanted only the sort of "equality" that would leave her enormously preponderant at sea.

All that was calculated to discourage the search for new issues and a wider outlook on affairs. Vice-President Dawes baldly guessed, in the most public place imaginable, that if there had been better preparation of preliminaries the conference might have produced better results. There were other intimations to the like effect; and while they were critical rather of the State Department than of the President, their effect was not flattering to the administration.

A Discouraging Farm Prospect

Another development of the midsummer period has been the indication that this year 1927 is not going to mark any significant upward turn in the agricultural situation. Secretary Jardine finds that farm-land prices are still falling—as he says they have been continuously for seven years; farmers' incomes are off, and prices of important staples depressed. Senator Borah, after a summer in the west, declared the farm situation was

more acute than ever, and whoever could find a cure for it would be the next President, regardless of party. Mr. Borah has no great repute as an optimist, political or otherwise; but it was not an encouraging observation, even from him.

From various conferences of farm leaders have come reports of dissatisfaction with the sort of measures which the President has believed represented the best and the most that the federal government could do for the farmer; measures which admittedly would look to slow and gradual results through betterment of fundamental conditions. The sentiment for the Haugen-McNary plan has shown no disposition to evaporate under the critical analysis of its economic aspects which the President wrote into his veto message. Rather, there has been a strengthening of demand for it, an evident willingness to force it further as a cardinal issue. That, again, presented anything but an inviting prospect to a President so unalterably opposed to that sort of government participation in business.

Time to Retire?

Another uncomfortable situation concerned the tendencies of business generally. In many directions there have been indications of a moderation in business activity. Nobody has assumed that it meant more than a mild recession following a quite astonishingly prolonged period of activity and prosperity in many lines. But the fact that such a tendency was noted at a time when the presidential year approaches could not be construed as a cheerful sign.

There are other signs that the next presidential term will not be a period of satisfaction for a chief magistrate of the Coolidge type. Mr. Coolidge sincerely believes in having as little intrusion of government as possible into the realm of general affairs. He is no crusader, no inventor of or believer in panaceas. He was not only a personal follower of Murray Crane, but a devout believer in the Crane theory of relations between government and business; in the soft step, the mild voice, the division rather than the multiplication of promises. He has as little sympathy for the Roosevelt methods as had Crane. Yet he could not miss the fact that there has lately been a certain recrudescence of sentiment for something like the Roosevelt procedures.

Perhaps this sentiment is not sufficient to be very significant; but to the extent that

it exists, it is a demand for something that is not in Mr. Coolidge's line. And he is precisely not the kind of man to try faking a pose. He would rather not be a candidate for President than to be an insincere one. He would rather retire from the presidency than continue in it at the price of fathering policies and programs he could not fully approve.

Safe and Sane, in a Difficult Period

Mr. Coolidge has been, by substantially universal agreement, the sort of President the country needed in the time he has served. It needed a rest; a chance to pull itself together; to get back to as normal thoughts and methods as possible. It knew that, following the terrific wrench of the war, it would never again be the same kind of country. It would never have the same international position as before the great struggle. Its economic standing, its financial place and responsibilities in the world, would be greatly different. But what would be its place, its duties, its proper responsibilities, its obligations to other countries and to its own people?

To all these questions, neither the country, nor any political party, nor any presidential cabinet or legislative authority, could give an answer that could safely be made the basis of policy and program. The safe and sane thing was to go slowly, to make adjustments carefully, to watch the signs of the times, to keep nerves steady and tempers under control. That was what Mr. Coolidge believed four years ago. It is what the country and the world now know was needed.

Perhaps it will not be wholly amiss for one who had some opportunity to observe the mental processes and to know the aspirations of the leaders in the Harding-Coolidge régime, to raise at this point a question. The Harding administration has been harshly dealt with by a good many critics. The Coolidge policies have been denounced as *laissez faire* in the last degree. It may be proper to inquire what country in the world has fared better, during these difficult after-war years, than has the United States? What country has contributed more to stabilize a sadly shaken economic structure? What has refrained more assiduously from extreme demands, from attempts at dictatorship, from the gratuitous urging of unwanted advice? Where has there been a readier realization that the way to recoup

the war's wastes was to get back to work and keep on working?

Some Harding Legacies

It was inevitable that the world's gold should flow to the United States for a long time. But national policies, under Harding and Coolidge alike, have sought ways to minimize the disaster that movement involved for other countries. The United States has been blamed abroad for keeping in mind that some considerable debts were owing to it, and for being willing to have them adjusted, albeit on pretty moderate terms. But what has actually happened? The hard creditor, the Shylock holding mortgages pretty nearly everywhere, has gone on lending more, and more, and more. Goods have been sold on credit, and the credit has been provided by financial manipulations through or with the assent of the Federal Reserve system. Currency systems have been reinstated on the gold basis, with the assistance of American agencies that could not have undertaken such commitments save for the assurance that they had government approval. If it be said that all this was only intelligent selfishness—well, the concession implied by *intelligent* is all that need be insisted upon.

Both Secretary Mellon and Secretary Hoover were rather forced on President Harding. That is the simple truth, and there is no harm telling it. He accepted them because he was convinced that they were the sort of men needed to help perform the task of national reconstruction and world leadership that he saw cut out for him. To retain them, as Mr. Coolidge did, was not so difficult; they had already made good.

But consider *how* good. Conditions were bad when Mr. Harding came to the White House. As accurate a computation as could be made, showed 4,000,000 people unemployed who ought to have been at work. Progressive reduction of the Federal Reserve rediscount rate; encouragement of trade, both domestic and international, by every safe method; persistent adherence to the old-fashioned canons of good economics—such non-spectacular methods were invoked. Hoover with his astonishing vision of world affairs; Mellon with his intimate knowledge of fiscal and financial concerns; Crissinger at the head of the Federal Reserve establishment; Strong as Governor of the Federal Reserve Bank of New York—

on these and other wise, experienced lieutenants both Presidents leaned heavily.

A President Who Fitted His Times

Can anybody be sure that it was merely luck and natural resources that brought the United States out to the place of security and assurance it now holds? Can anybody name a Cabinet of better brains, more seasoned and tried wisdom, that functioned in that difficult time for any other country? What would have happened, in the world's time of reconstruction, if the United States had not been wise in its leadership?

Mr. Coolidge inherited a bad mess from his predecessor, it is true. He made the best of it, undoing the harm that had been done, keeping the ship's course true, and inspiring the country with complete confidence in his soundness of purpose and method. He has never got on well with the politicians, but he has with the people. He has no such big, constructive, Corliss-engine brain as Hoover's; but he has an uncanny instinct of common, hard sense. He knew how to use such men as possessed the genius for big things. He will be set down in history as a President who precisely fitted his times and his task.

At the moment when it was coming to be conceded that he could have another nomination if he wanted it, Mr. Coolidge declined it. He will have been President nearly six years when he retires. He is one of two men who, inheriting the chief magistracy, were afterward elected to it. He has worked hard, and is tired. He sees that the mandate for a leader of his type approaches expiration. He has no ambition that would be gratified by another election. Exactly because he was wise enough to be the kind of President he has been, he was also wise enough to know when to retire.

To be elected to the presidency after inheriting it, is a greater—at least, a much rarer—distinction than to be elected twice. It has come only to Coolidge and Roosevelt. To have the courage and the taste to retire, with reflection almost everywhere conceded, is a further claim to eminence. To have brought the country through the post-war reconstruction period, happy, secure, prosperous, is achievement. Why should one who can claim these things risk his record in effort to gratify the dubious ambition to serve longer than Washington did?

The presidency, I believe, is the most exacting and onerous post in the world. Socially, intellectually, spiritually, it is

solitary confinement. With recollection of the penalty Wilson paid for it; and then of the toll it levied on so different a man as Harding—can there be doubt of Mr. Coolidge's wisdom?

The President's future? If I had to guess, it would be that he will not practise law, and will not seek or wish any political or judicial post. He is a man of modest requirements, and has laid aside and invested a sufficient amount to meet them. I would guess, rather, that he will return to the old family farm—he will never call it an estate—at Plymouth, and live quietly among the people with whom he started. He will read much, and write some. He will be sought much for advice, and will give little. But to a limited circle of those he cares for and believes in, he will unfold the mind of a sage, the pages of wide experience, the counsels of ripened wisdom. John Quincy Adams' career after the presidency was the richest part of his life. Calvin Coolidge's very possibly will parallel it.

Talking to him one day about some social-economic question on which we disagreed, I said:

"Well, Mr. President, when you are no longer President, and, in the capacity of sage and eminent lawyer, are living in New York and earning a million dollars every little while, you'll come to see it in another light."

"That will never happen to me," he replied quickly. "When I leave here it will not be for the practice of law. You see,"—and he smiled one of his queer smiles—"for one reason, I'm not enough of a lawyer."

A Convention Free for All

One more observation. Mr. Coolidge made his renunciation almost a year before the national convention period. He might have waited, kept other men out of the field, mustered a powerful *bloc* of delegates under his own banner and answerable to his will, and then, as others have done, dictated the nomination of his successor.

But he did nothing of the kind. That is one reason why people who thought they knew Calvin Coolidge, were sure they understood what he meant by "I do not choose." He did not choose to succeed himself, and he did not choose to take any part, or be accused of taking any part, in naming his successor. When he was done, he was entirely done. He will be President till March 4, 1929; but he will not be the boss of a convention in 1928.

General Motors and Ford: A Race for Leadership

BY MERRYLE STANLEY RUKEYSER

THE quintessence of present-day drama is exemplified in business, rather than in war. Of the current economic battles, the most ruthless are quiet conflicts of ideas. The essence of the looming conflict between the highly individualistic Henry Ford and that colossal abstraction—the General Motors Corporation—will not be in the competition of machinery and motors so much as in the clash of business philosophies.

Until the fickle buying public, the autocrat which swiftly makes and unmakes millionaires, recently began to put thumbs down on the twenty-year-old Model T, Henry Ford constituted a conspicuous exception to every generalization about big business. In an era when individual personalities gave way to coöperating groups, Henry Ford, who scoffed at the accepted etiquette of the new capitalism, became the richest man in the world. Defier of precedent, radical innovator, and outstanding progressive in the realm of manufacturing technique and business policies, Mr. Ford at length erred in assuming that even new ideas in manufacturing were good enough to stick to for two decades.

Economic conditions changed so rapidly in the United States that Mr. Ford, who long stood at the van of the automotive industry in respect to technical advances, eventually found himself with the rear-guard. The car of the man who had long been looked upon as the most creative mind in the automotive industry in time became obsolete. Henry Ford refused to change his policies in accordance with the swift current of fluid public taste until consumers began to stay away from the once "universal" car in droves. The launching of the new Ford model merely means that the sage of Dearborn has at last heard his master's voice.

In 1916, Mr. Ford, who is the strangest mass of economic phenomena in the United

States, turned temporarily from the pursuit of profit to "get the boys out of the trenches by Christmas." Now Mr. Ford seems determined to try to get the boys out of the Chevrolets by Christmas.

On the eve of the most gigantic struggle in the history of the automotive industry, both sides solemnly affirmed their loyalty to the doctrine of "love thine enemy." Mr. Ford, with the aid and advice of skilled advertising counsel, asserted that nothing was further from his mind than profiting at the expense of other manufacturers. General Motors Corporation, the highest expression of the modern conception of big business in the automotive industry, which among other achievements recently deprived Mr. Ford of the distinction of making more automobiles than any other producer, publicly expressed naught but love and affection for the Detroit manufacturer, who in two decades leaped from poverty to first place in the ranks of the affluent.

Speaking through Curtis C. Cooper, president of the General Motors Acceptance Corporation, General Motors—which sponsors Chevrolet among a diversity of products—announced before the new Ford car came on the market: "There will be no battle between Henry Ford and General Motors. General Motors places its faith in its products solely. The idea of a battle between two individuals for control of the automobile sales never enters the minds of the directors of General Motors, and I am certain that Henry Ford does not look at the situation in that light either. Product, not financial strength, will be the issue."

Previously, Mr. Ford, on his sixty-fourth birthday, had sent harbingers of goodwill to the other manufacturers, saying in the true spirit of brotherhood: "We have no desire to take business away from any automobile manufacturer. Our thought has always been that the automobile business is prosperous only when all the

makers of good cars are busy. If any particular automobile company's success meant putting out of business some other automobile manufacturer, there would be no gain in that; it would only mean putting thousands of men out of work, letting valuable power go to waste, and, maybe, throwing a great industry out of balance."

Chevrolet Passes Ford

Yet, in spite of these fine words, neither combatant will forego any legitimate means of heightening its own sales volume. In these months of transition, Mr. Ford temporarily abdicated his place in the low-priced field, and irrespective of the intention of the field marshals of General Motors, there is not on record a single instance of a refusal of a Chevrolet dealer to sell a car to a Ford owner. Thus far in 1927, Chevrolet has produced and sold more automobiles than any other maker, and incidentally for the first time deprived its blood relation, the Buick, another General Motors product, of the distinction of reaching a higher dollar sales volume than any other member of the National Automobile Chamber of Commerce. The Chamber, which is one of the best conducted trade bodies in the United States, has always functioned without the membership of the Ford Motor Company, which for many years accounted for 50 per cent. of the production of the industry as a whole.

Although the Lincoln Division retained its membership in the Chamber after coming under Ford control, Mr. Ford is the most distinguished non-joiner and anti-Babbitt in the United States. He has sedulously avoided membership in the Detroit Board of Commerce, and other combinations of employers, preferring to play a lone hand.

Unquestionably, the absence of the Ford Motor Company from the market, during the months of transition, swelled the sales totals of Chevrolet, Whippet, the Star, and other low-priced cars. However, their gains were probably a cause rather than a result of the decision to bring out a new Ford model. Chevrolet, the leader, began to gain relatively over Ford in spectacular manner as early as December, 1925.

The other manufacturers of low-priced cars, on the other hand, have not been heirs to all the business that would have gone to the Ford Motor Company if production had been uninterrupted. Many

who would otherwise have been in the market remained loyal to their faith in the wizardry of Ford, and waited for the new model. Competent noncombatants place the pent-up demand for the Ford car at no less than 500,000 vehicles. At the beginning of the renewed competition, Ford sales will be limited chiefly by productive capacity. It is not felt that the Ford Motor Company will really be in the arena with full productive strength until 1928. There seems to be no chance that any other manufacturer will challenge Chevrolet's claim to leadership for the full calendar year 1927.

Thus Henry Ford, the billionaire rebel, has sustained his major commercial reversal at the hands of a Wall Street creature, the General Motors Corporation, which symbolizes orthodox big business. Manned by eighty higher executives of marked talent, backed by the colossal wealth of the gunpowder duPonts of Wilmington, Delaware, and advised by the banking firm of J. P. Morgan & Company, the General Motors Corporation, through its Chevrolet Division, headed by an ex-Ford executive, has temporarily at least wrested from Mr. Ford supremacy in the low-priced field in which he specialized. The opportunity was long ripe to challenge the undisputed primacy of Ford, and yet for years mere average men of business secretly feared the seemingly occult power of the superman of Dearborn. But at last the idea penetrated that a model which answered the lyric cry in the hearts of motorists in 1908, was not necessarily the most desirable in the changed post-war world of 1927.

In spite of obsolescence, the Model T long held the field. The plain fact was that until comparatively recently no other manufacturer in the low-priced field was offering a fool-proof product. As soon as other manufacturers demonstrated a capacity to produce in volume good-looking, efficient, and economically operated low-priced motor cars, the leadership of the Ford had been effectively challenged.

The General Motors Corporation, with its vast laboratories and its multiplicity of skilled executives, has consciously pursued an "open mind" policy. It has sought to keep abreast of the development of the art and science of making motor cars, and has frequently—some charge too frequently—changed its patterns to keep apace of the newest developments.

Meantime, Mr. Ford, who long did well enough as a money-maker, followed a diametrically opposite course. He deplored the custom of frequent change of models. He stood against a variety of designs, advocated and practiced the most intensive specialization, sticking to a single chassis for twenty years. Although varying his model but little, Mr. Ford was perpetually improving his production methods. Mr. Ford once told me that he would never be interested in making a car for every purse, as General Motors does.

Comparative Prices

On the other hand, recognizing that the Ford type of concentrated energy is best adapted to making the lowest priced car, the General Motors Corporation for many years has not attempted to compete on a price basis with Ford. In the early days of the Chevrolet Division, when William C. Durant still controlled General Motors, a model was made to compete in price with the Ford at \$490. This policy was soon abandoned, and Chevrolet has subsequently stayed one price step above Ford.

Prior to the bringing out of the new model, Ford had been underselling Chevrolet by about \$100 to \$150. The Chevrolet five-passenger touring car has been selling for \$580 delivered at New York and the equivalent Ford model at \$423; the Chevrolet five-passenger, four-door sedan at \$794 and the Ford at \$595; the Chevrolet two-door five-passenger coach at \$662 and the Ford for \$547; and the two-passenger Chevrolet coupé for \$692 and the Ford for \$537.

During the latter stages of the interlude between the production of the old model and the new, many Ford agencies were without cars, and booked orders for the new models at "approximately the same prices" as charged for the old models. The orders were taken with the understanding that the exact price was still indeterminate.

Henry Ford Steps into Line

In stepping into line with the new demands of buyers, Henry Ford at last doffs his hat to Heraclitus, the ancient Greek philosopher, who once remarked that all is flux. Mr. Ford now perceives that the world is like a moving platform that gets away from outsiders who stand still. Perhaps never before have public standards and habits changed so swiftly as in the last decade. The flow of events was

quicken by the war and post-war prosperity, which brought unquestioned economic primacy to the United States. The very theory of mass production, that Mr. Ford was the first to grasp, necessitated a policy of mass consumption, which entailed a progressive rise in the standard of living. Workingmen, who once clamored for a full dinner-pail, began to expect a tin box filled with securities. The multitudes of Americans, who were protected in their régime of high wages by the new policy of restricted immigration, gradually changed their tastes in housing, food, and clothing. Mr. Ford made the mistake of trying to remain static in a dynamic world. Whether rationally or not, tastes in automobiles changed in conformity with the new standards of American civilization.

Nothing was exempt from the sweeping changes wrought by the new prosperity, which ushered in what Prof. Thomas N. Carver, Harvard economic sage, has characterized as the "present economic revolution in the United States." Mr. Ford, an innovator whose own novel ideas ultimately became crystallized into a business fundamentalism of his own, adhered unflinchingly to his belief that economy and cheapness alone deserved consideration, ignoring the new trend toward style and flourishes. Meantime, the great republic of Ford dealers, throughout the country, who are closer to the market-place, began to send in alarming distress signals. As long as the Ford, despite the jibes of the humorists, remained the best-selling car in the world, the dealers were ready to tolerate the autocratic attitude of the Ford Company; but when the salve of profits disappeared, the dealers became more combative and not a few deserted during the months of interregnum between the old and the new models. One of Mr. Ford's major problems will be to restore their morale.

For the present, Mr. Ford has lost his whip-hand over dealers. Formerly, he was such an overwhelming factor in the industry that he was ever able to enforce his will. For example, when, in common with other manufacturers, the Ford Company needed cash seven years ago, Mr. Ford's agents flirted with hated Wall Street money reservoirs, and the stage was set for a Ford loan. The bankers were ready, and suggested a new treasurer for the company. In his characteristically dramatic manner, Mr. Ford suddenly announced that bank

borrowing was unnecessary. He wriggled out of his temporary tightness by transferring his problems to his dealers and his parts manufacturers.

As a result of almost incredible delay in getting ready for the new character of public demand, the Ford Motor Company lost the immeasurable advantage of its great momentum.

A Great Future for Ford

For a time, individual geniuses seem to run counter to economic law, but in the long run even they must conform. Mr. Ford was a product of the pioneering era of the automotive industry. Despite the interruption in production, he is by no means through. As long as he chooses, the bizarre manufacturer, who lives in his own world, can remain a powerful factor in the automotive industry. He has his adherents throughout the world, and millions respect him because he has always turned out an honest product. He was the first to perceive the universality of appeal of the new instruments for individual transportation. In the spirit of a religious proselyter, Henry Ford, with his immense energies, set out more than twenty years ago to transform ordinary Americans from pedestrians to motorists. His evangelism was enormously successful. In selling 15,000,000 Model T cars in twenty years, he outstripped all prophecy, and made the predictions of the vast majority of skeptical critics seem absurd. But the question arises whether the period of conversion has not been completed.

As to this, let Mr. Ford himself testify. "We built fifteen million Model T cars in less than nineteen years, and we expect to build many more than fifteen million of the new cars in much less than nineteen years," he said.

"That may sound strange, but you must realize that there are still parts of the world where there are many families without automobiles. There are some parts of the world where whole families have never seen an automobile."

Mr. Ford apparently thinks that his future lies in foreign missionary work. In the export field, the sheer price appeal is likely to be enormously powerful, for nowhere outside of the United States is there surplus wealth among great multitudes. And if Mr. Ford has set out for himself the task of turning perambulating

heathens into civilized Ford owners, the other automobile manufacturers ought to say "more power to him." For at home Mr. Ford has been the best advertiser of more expensive cars. Through Henry Ford the public became addicted to the habit of motoring, and the average individual who once drove a Ford eventually desired a better car. The same transition will no doubt ultimately take place in the foreign field, as alien countries prosper. But even in exports, Mr. Ford will find the Chevrolet prepared to compete for every inch of advancement. The rapid growth of export sales of General Motors products, following the establishing of foreign assembling plants, has been an important factor in the current unprecedented prosperity of the corporation.

In the domestic field, Mr. Ford will unquestionably regain an immense following, particularly if his own rosy estimates of the worth of the new model are verified by public experience. However, there seems no likelihood that he will ever begin to approach his former relative position in the industry, in which his company for many years accounted for half the aggregate production. Whether through his new airplane unit Mr. Ford will repeat his rôle as leading pioneer in another industry remains to be seen.

Mr. Ford evidently still intends to make the strongest appeal to the new buyer of motor cars, but a group of competitors will offer counter lures.

Not Seeking Price War

The General Motors Corporation, which surpasses the United States Steel Corporation in net profits and perhaps equals it in sagacity of management, seemingly has little desire for a price war. It recognizes that price cuts, if economic, necessitate an expansion of volume, and the corporation executives no doubt feel that they have been increasing volume as rapidly as is healthy.

The Ford organization is better geared up for ruthless price cutting than General Motors, although the astute father of the flivver no doubt has no real ambition to wage a prolonged show of strength with the duPonts and the Morgans, backed by 57,000 outside investors. But structurally, the Ford Motor Company is prepared for swift decisions. There are only three stockholders—Mr. and Mrs. Henry Ford and Edsel Ford. The Fords are not

deterred by the hands of outside bankers or stockholders. If they slash profits, they have no partners to whom they must make explanations. Theoretically, the Fords are in better position to sell merchandise at a loss during the introductory period than the General Motors Corporation, but Henry Ford has indicated his intention to win through the new appeal of quality, making his price as low as is economic, but no lower. In a crisis, however, Mr. Ford is ruthless and resourceful, and, though his precise procedure is always unpredictable, he may be counted on to take such steps as will whet the appetite of buyers.

Since doubling production, Chevrolet has made no radical price cuts, but still has a reserve margin which no doubt could be effaced if strategic reasons made so doing desirable. On the other hand, Chevrolet will probably try to retain its reputation of being a progressive car, and, when the 1928 models are ready, they will no doubt embody new enticements intended to offset the improvements in the Ford model. The General Motors strategists are no doubt maintaining an open mind until analyzing the public reaction to the new Ford. Under competitive pressure, it is conceivable that the Chevrolet might be transformed from a four to a six-cylinder car. The official attitude of General Motors is that it is not in competition with Ford for supremacy in the lowest-price field, in which it is disposed to acknowledge his leadership.

All Models Well Tested

The strength of the General Motors position is the open-mindedness of the executives, who are forever sensitive to the changing whims of consumers, on the one hand, and to the revolutionary inventions in the laboratory, on the other. Moreover, the General Motors Corporation has an elaborate technique for keeping abreast with its competitors. At the proving grounds near Milford, Michigan, 42 miles from Detroit, every competitive model is tested under the most exacting road conditions. In three weeks a car is subjected to as much testing as it gets from the average motorist in three years. The new Ford will no doubt get a rigorous tryout on the proving grounds, but Henry Ford has taken his time in making each detail of the new vehicle prove up before offering it to the public.

Edsel Ford, heir-apparent and president

of the Ford Motor Company, in discussing the advance proving, said: "The new Ford is now an accomplished fact.

"But before a single car of the new type is offered for sale to the public each part will have been tested under every condition which we have been able to discover in more than twenty years of building automobiles for use all over the world.

"No automobile manufacturer, in this day and time, should allow the public to do his testing and proving for him."

Production versus Distribution

Henry Ford established his reputation when production, rather than distribution, was the thing. The initial problem was to get a car that would run. Now all manufacturers are able to accomplish functional efficiency. Public interest has shifted from the hidden chassis to the visible parts of the automobile. Accordingly, the main task of the automotive industry is now selling and advertising, rather than production. A well-known Wall Street operator, in conversation, said: "Ford has been lucky. Until recently he had no competition in the low-priced field. Now we shall see whether he is a merchant."

A figure within the industry, who perhaps knows more about the inside operation of all companies than any one else, confided to me: "The General Motors Corporation is organized from the selling side, whereas the Ford Motor Company is geared up from the production end." Henry Ford is first and last a manufacturer.

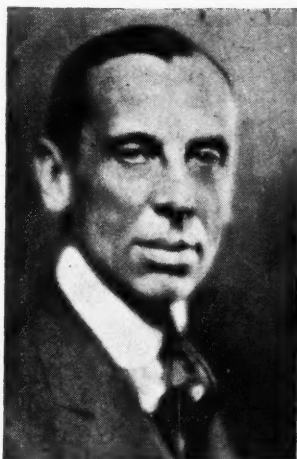
In the pristine days of motordom, the automobile was not established as an economic utility. Bankers looked askance at customers who purchased high-priced cars, but public opinion has gradually changed. Many families now own two cars. Two decades ago the purchase of any automobile brought social prestige as well as transportation service. But of late the Ford, which had always stressed economy, came to be looked upon as a badge of cheapness. Every individual who is actuated consciously or unconsciously by the "keeping up with the Joneses" instinct, hesitated to be classed as a Ford owner. The Ford Motor Company could probably leap over this psychological hurdle by calling the new Ford: "Ford's Junior Lincoln."

Incidentally, the Lincoln Division is an exception to the Ford specialization



R. H. GRANT

Vice-President in charge of sales,
Chevrolet Motor Company.



ALFRED P. SLOAN, JR.

President, General Motors Corporation.



W. S. KNUDSEN

President and General Manager,
Chevrolet Motor Company.

policy, and is swept aside by Mr. Ford, when he formulates his business philosophy, as a mere sideline. The Lincoln Division, which caters to the highest-price class, has served to emphasize that Mr. Ford's concentration on the lowest-price field is a voluntary policy, not one forced by his limitations as a manufacturer. Running a primary school, Mr. Ford appealed to the first buyers, but as his buyers matured economically he had no grammar school for them to step into. On the other hand, General Motors offers "a car for every purse and purpose."

The Men Behind the Scenes

If Chevrolet sells as many cars in 1928 as in 1927 with Ford back in the field, it will be a remarkable achievement. Even with a moderate slump in Chevrolet sales, the General Motors Corporation would show a stupendous earning power if the other units—some of which are outside the automobile industry—hold their own. The manufacturing genius behind Chevrolet is William S. Knudsen, a former Ford executive, and his plant accomplishments have been paralleled in the sales field by the extraordinary zeal of Richard H. Grant, vice-president in charge of sales.

Ford has more at stake in the new competition than General Motors, because of his policy of specialization. The General Motors Corporation, the youngest of the ten billion-dollar companies in the country,

with its 47 divisions and 17 sales companies, has diversified its risks. Moreover, in the matter of management, any single individual connected with the General Motors Corporation could pass from the scene tomorrow without disrupting the prosperity of the corporation, whereas if Henry Ford became incapacitated the effect on the fortunes of his one-man organization would be a matter for pure conjecture.

Alfred P. Sloan, Jr., the president of the General Motors Corporation, tall and gaunt, is temperamentally the antithesis of Mr. Ford. Mr. Sloan, who first gained distinction as a parts manufacturer, has said: "I never give orders." He attempts to sell his ideas to his associates.

Mr. Ford has long been a czar in his own empire. He brooks no opposition and intensely resents criticism. Most of the lieutenants who helped him build up the company are no longer associated with him. The list of Ford alumni is far-reaching, and includes: Senator James Couzens, the late John F. Dodge, the late Horace E. Dodge, C. H. Wills, John R. Lee, Norval Hawkins, F. L. Klingensmith, William S. Knudsen, Charles A. Brownell, Hubert E. Hartman, Henry Bonner, and the Lelands.

Another man of large mental stature among the big three of General Motors is John J. Raskob, vice-president and chairman of the finance committee. Mr. Raskob is also an officer of the E. I. duPont de Nemours Company. He is father of the

General Motors Acceptance Corporation, and was one of the first to sponsor the sale of automobiles on the instalment plan.

Pierre S. duPont as chairman of the board is less active, but is available for consultation on all major matters.

General Motors History

Mr. duPont carries on the best traditions of his family, which has remained in control of the chemical business bearing its name since 1802. On November 22, 1920, during the post-armistice deflation, William C. Durant, who had founded General Motors in 1908—five years after the launching of the Ford Motor Company—sold 3,000,000 shares of General Motors stock to the duPonts, who had earlier bought a substantial block. This transaction, which was forced by the vicissitudes of Mr. Durant's market operations, was arranged through the Morgan firm, and gave the duPonts control. Almost immediately they assumed active direction, and progress at first was slow in rebuilding the fortunes of the company, which suffered greatly during the general post-war depression. In the last three years, however, the policies of the new managers have flowered and the company has enjoyed unprecedented prosperity. At Mr. Durant's invitation, the duPonts had first acquired a stake in General Motors in December, 1917. The Federal Government is now inquiring into the stock investments of the duPonts in General Motors and United States Steel, with a view to determining whether the anti-trust laws are being violated.

The company has worked out a highly effective program of decentralized operations and responsibilities, with coördinated control. Executives of divisions who attain good results are allowed the widest possible latitude in management. Unlike Ford, who desires no partners or outside stockholders, the duPonts have shared ownership with 57,000 outside stockholders, many of whom incidentally are consumers and boosters of General Motors products. Moreover, in 1923 the duPonts took steps to assure that the eighty chief executives would share fully in the prosperity of the company. As a result, General Motors has far exceeded Andrew Carnegie's achievement of making forty millionaires.

General Motors also has a stock-owning plan for employees, which is a moral equivalent of Ford's profit-sharing program.

Mr. Durant, who first visioned the General Motors combination, joined five automobile manufacturers. The company expanded beyond Mr. Durant's resources, and bankers who supplied new money took control from him and vested it in a voting trust, with C. W. Nash, who now has his own company, as president. Five years later Mr. Durant regained control through stock purchases in the open market. But in 1920 Mr. Durant for a second time relinquished control, and General Motors ceased to be a one-man concern.

The Growth of the Ford Company

In 1903, Henry Ford, a farmer's son who had left rural Michigan because of a restless desire to experiment with gasoline carriages, formed the company in Detroit which bears his name, with a capitalization of \$100,000 and an actual cash investment of \$28,000. Mr. Ford at the outset owned 25½ per cent. of the stock, but at once chafed under the restraint of being a minority stockholder. In 1906 he bought out associates, and raised his ratio to 51 per cent, and later increased his holdings to 58½ per cent. When the remaining minority stockholders got into violent disagreement with him as to policies, he purchased their 41½ per cent. for his son Edsel in 1919, with the aid of a loan by the Chase National Bank of New York. The new Ford model is the ninth produced by the company. Mr. Ford experimented for twelve years before developing the recently discarded Model T.

The cost to the Ford Company of the transition is colossal, and has been estimated at \$1,000,000 a day. The change involves retooling the vast array of plants. The change of models long left idle the integrated units which supply raw material. It also depressed independent parts and accessory manufacturers who supply the assembly plants. The gigantic rate of production of the Ford Company exaggerated the difficulties of transition. The plants had been geared up for endless repetitive motions, not for change. And yet the fickle, moody buying public demanded something new.

Stock-Market Confidence in "Motors"

Although theoretical observers have been priming themselves for a war between Ford and General Motors, the two billion-dollar giants of the industry, practical souls who

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express their opinions by stock purchases have up to this writing revealed no fears about the capacity of the duPont-Morgan automobile colossus to hold its position of leadership. In 1924, General Motors produced one car out of every six made in this country; in 1925, one car out of five; in 1926, one out of every four; and in 1927, more than one out of every three.

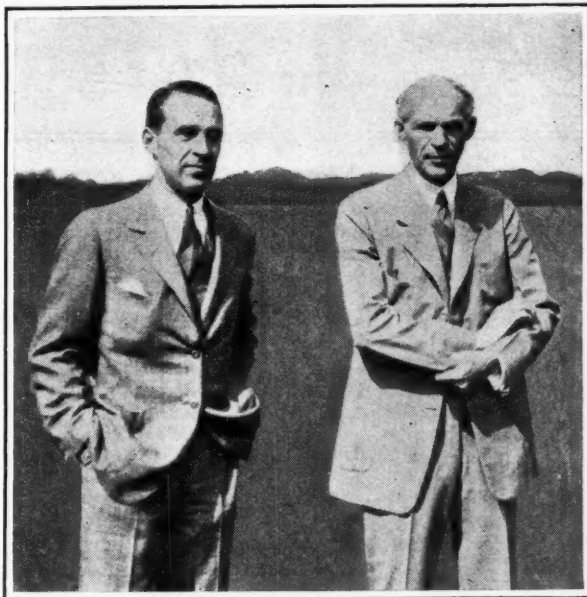
In spite of the unprecedented rise in the market value of General Motors shares, they have sold on a basis in respect to earnings which compares favorably with the ratios of former years. At the recent peak, the stock was quoted at only nine times the current earnings. In 1926, it sold at virtually eight times current earnings, and in 1925, at a little more than seven times. However, in 1918 General Motors sold at 18.721 times its earnings; in 1919 at 11.177 times its earnings and in 1920 at 26.923 times earnings.

If an individual had acquired 100 shares in the original company in 1908 for \$10,000 and exercised the various rights offered to buy new stock, his total cash investment would be \$99,500. His holdings would be 7,269 shares, which at the recent price of \$250. a share, would be worth \$1,817,250, plus \$350,309 in cash dividends.

The Automobile Market

The advent of the new Ford should help to stabilize the automobile market, which in recent months has been kept on edge by the Ford publicity mill, vaguely and mysteriously hinting at the new model.

As a result of the period of inaction in the Ford plants, automobile production in the United States during the first seven months of 1927 revealed a decline of 13.2 per cent. compared with the corresponding period of



THE FORDS, FATHER AND SON

Mr and Mrs. Henry Ford, with their son, Edsel, are sole stockholders in the Ford Company.

1926. Ford production during this period declined 60 per cent. to 400,000 cars, compared with 1,000,000 in the corresponding period of 1926. Other manufacturers during this same period increased their production from 1,782,010 to 2,018,140. Nineteen leading manufacturers outside of Ford increased their earnings 4.97 per cent. But, if General Motors is excluded, the aggregate earnings of the non-Ford group reveal a decrease of 23.24 per cent.

In the first half of 1927, 332,348 Ford cars were sold and 360,686 Chevrolets. Ford alone showed a loss of 311,105 cars in domestic sales, whereas Chevrolet revealed an increase of 111,652. In July, Ford discontinued production of the Model T, and the field was left open for Chevrolet and other low priced cars.

Nineteen-twenty-seven has been a General Motors year, and the gains have been not only at the expense of Ford.

COMPARATIVE SALES:	THREE YEARS			FIRST SIX MONTHS	
	1924	1925	1926	1926	1927
Chevrolet.....	314,733	512,309	732,000	249,034	360,686
Ford cars.....	1,790,278	1,798,123	1,447,915	640,119	329,014
General Motors total.....	587,341	835,902	1,234,850	460,911	586,444
Ford total.....	2,083,545	2,103,578	1,810,000	644,530	332,348

Aviation: The Season's Record

MAY is coming to be the annual opening for the season of extraordinary achievement in flying. The first air crossing of the Atlantic in 1919, the first flights over the Pacific in 1924, first air-plane and dirigible flights over the North Pole in 1926 were all made in May. Nineteen twenty-seven has been true to form; it was on May 16 that all previous altitudes were broken, when Capt. Hawthorne C. Gray of the Army air service ascended 42,470 feet in a free balloon.

Four days later Charles A. Lindbergh took off for Paris from Roosevelt Field, Long Island, in his monoplane and completed a non-stop flight of 3,610 miles in 33½ hours. June 4 to 6 another monoplane, piloted by Clarence Chamberlin, and with its owner, Charles Levine, as passenger, flew from Roosevelt Field 3,905 miles to Eisleben, Saxony, in an attempt to reach Berlin before alighting. It was in the air 43 hours, or nearly two days and two nights.

Meanwhile another expedition had been preparing at Roosevelt Field for the Atlantic crossing—that of Commander Richard E. Byrd. With a crew of three he took off June 29 in a trimotored monoplane for Paris. Through fog and rain so thick that for nineteen hours they saw neither land nor ocean, and at times not even the wing-tips of their plane, they flew, landing a few yards from the French coast at Ver-sur-Mer, when their fuel ran out.

Meanwhile the scene had shifted toward the Pacific, where on June 29 the first flight between the United States and the Hawaiian Islands was completed. Lieuts. Lester J. Maitland and Albert F. Hegenberger were pilot and navigator. In a plane like Byrd's they reached their destination, after an entirely over-water flight of 2,400 miles, in 26 hours. They were followed on July 14-15 by the civilians Ernest L. Smith and Emory B. Bronte, who flew from San Francisco to the island of Molokai in a single-motor monoplane in 25½ hours.

Tragedy entered on further attempts to fly to Hawaii. James D. Dole of Honolulu had offered a prize of \$25,000 for the first plane, and \$10,000 for the second, to reach Hawaii after August 12. Three men were killed in crashes in preparatory flights, just as earlier in the year Lieut.-Com. Noel Davis and Lieut. Stanton Wooster had been killed while testing their plane in preparing for a New York to Paris flight.

Four planes finally left San Francisco. Two monoplanes, manned by Arthur C. Goebel and William V. Davis, and Martin Jensen and Paul Schluter, reached Wheeler Field near Honolulu. Another monoplane, carrying John W. Frost and Gordon Scott, and a biplane carrying John A. Fedlar and Lieut. V. R. Knope, with Miss Mildred Doran as passenger, disappeared. They were either forced down before reaching the Islands, or missed them and flew beyond until fuel ran out. Two days later Capt. William Erwin and Alvin Eichwaldt set out over the same route. An SOS saying that the plane was in a tail spin was received from them, and they disappeared.

The scene changed again, as Paul Redfern started alone in a monoplane from Brunswick, Georgia, to Rio de Janeiro, Brazil, on August 25. He was sighted over the Caribbean, but has not been heard from since.

Once more the North Atlantic attracted aviators, and in an attempt to fly from east to west Capt. Leslie Hamilton and Col. Frederick F. Minchin, with Princess Lowenstein Wertheim as passenger, left Upavon, England, on August 31. They were never heard from after passing over Ireland. On September 6 another west-to-east attempt was made when Lloyd Bertaud and James D. Hill, air-mail pilots, with Philip Payne as passenger, left Old Orchard, Maine, for Rome. They sent out an SOS early next morning, and fell into the sea. Parts of their plane were found. On September 7, while their fate was still in doubt, Capt. Terry Tully and Lieut. James Medcalf, Canadians, left Harbor Grace, Newfoundland, for England. They were never heard from.

Meanwhile another successful crossing had been made. William Brock and Edwin Schlee of Detroit, beginning an attempt to fly around the world in twenty-eight days, left Harbor Grace on August 27 and twenty-three hours later arrived in London, having covered 2,350 miles. In almost daily flights of from 485 to 1,075 miles they flew to Munich, Belgrade, Constantinople, Bagdad, Bender Abbas (Persia), Karachi (India), Allahabad, Calcutta, Rangoon (Burma), Hanoi (Indo-China), Hongkong, Omura (Japan), and Tokio. There they abandoned the Pacific flight under pressure from their families, friends, and officials. In eighteen days they had flown 12,295 miles, more than half of their route around the world. Only twice were they delayed—by government red tape in Constantinople, and by a typhoon at Omura, Japan.

Many other long distance flights had been planned this year. Some preparations were still under way late on September 15. So far, the season's record is this: Eight planes, carrying seventeen men, succeeded; and ten planes, carrying nineteen men and two women, were lost.

How They Fly in Europe



BY
LESTER D.
GARDNER

AMERICANS often have it thrown in their teeth that Europe is far, far ahead of us in aviation. They need not worry, for in civilian flying and air-mail service we can teach Europeans a great many necessary things. But it must be admitted that in passenger transport flying they have left us far behind.

When I came home last year after flying twenty thousand miles over the airways of Europe, some of my friends felt that I had been through a hair-raising experience, and was lucky to have escaped with my life. At the very least, they thought, I must have had considerable daring and courage to undertake such a tour.

"How did you dress?" "Could you carry enough clothes?" "Were you air-sick?" These and a hundred other questions were asked Mrs. Gardner and me—for Mrs. Gardner flew with me five thousand miles of the way. But the plain truth is that European passenger planes are used by casual travelers with no more thought than are motor-buses in America.

The chief reason is that air lines abroad provide a most luxurious form of travel. They take you in a comfortable automobile from your hotel to the airdrome. There you are met by courteous attendants. A page takes your hand baggage to the plane. You are given maps and descriptive booklets of your trip. Your passport and customs difficulties vanish. You are shown to a comfortable leather upholstered chair in the enclosed cabin of the plane. Your larger satchel or suit-case, and even trunks, are

placed in the goods compartment. From three to nineteen other passengers are with you, according to the plane you fly in. A happy spirit always seems to prevail.

On taking off from the airdrome you hardly know when the plane leaves the ground. Once in the air, the panorama unfolds like an opening flower. Looking down from buildings always made me dizzy, but looking down from an airplane is different. It is said that the difference comes from lack of the downward perspectives that have through countless stages of evolution created an instinctive fear of falling in the human mind.

The planes are warmed when the weather is cold; and when it is warm they are ventilated either by valves or by opening windows. On some planes a drinking cup and tap is at every seat, and almost all the larger planes have lavatories.

Few flights take longer than three hours, for where the distance is too great, intermediate landings are made. Stops usually last about half an hour, and passengers may take lunch or tea. On landing, pilots bring their planes down so gently that there is no sensation of bumping. And at the end of a flight, all passengers are taken by automobile to their hotels.

Flying is bound to become a popular way for women to tour. They avoid all discomfort of train journeys—noisy and dirty stations, importunate porters, rushing for seats, the interminable procession of ticket examiners, customs officers, passport officials, not to mention occasional unpleasant experiences with too friendly men



WHERE MANY EUROPEAN AIR VOYAGES BEGIN

The luxurious waiting-room of the Imperial Airways, at Airways House, London, reveals the standing which passenger flying abroad has achieved. Travelers visit these rooms with little more thought of adventure than in patronizing a railroad station or steamship office.

passengers. And in Europe the expense is about the same as that of traveling first class in a compartment. When the men and women of the United States realize the great convenience and comfort of aerial transportation, they will become enthusiastic supporters of the new air lines now starting in all parts of the country.

Abroad, the London-Paris flight has already become so popular that about half the passengers are women. But this is a comparatively uninteresting air journey. To

fly from Paris to Amsterdam gives splendid views of the war area of France, the lovely countryside of Belgium, and the picturesque canal country of Holland. Flying from Amsterdam to Berlin is more useful as a convenience than for sight-seeing. It is when the air tourist turns south that the true wonders of air travel unfold.

One afternoon we flew from Berlin to Munich, passing over the blue Danube and Bayreuth. Next day in one of the German Lufthansa planes we had a never-to-be-

forgotten flight up the valley of the Inn River to Innsbruck in the Tyrol. On the way back we flew directly over the snow-capped Alps, some of which are ten thousand feet high. To describe such a journey would require the words of a poet and the colors of an artist's palette.

Since we wished to go from Munich to Cologne on an errand, we spent the morning of the following day in the cabin of a charming little plane, flying two hundred and fifty miles in the greatest comfort before lunch. This trip, by way of Stuttgart,



ALL ABOARD FOR AMSTERDAM!

Comfortable motor-cars carry the air passenger direct from hotels in the center of London to the flying field at Croydon.

Frankfort and the Rhine, gives an excellent idea of Western Germany. Back in Munich once more, I flew on three hundred miles further to Vienna. To return took only a morning, and that same afternoon we flew to Zurich and Geneva, with views of the Swiss lakes and mountains that remain indelibly fixed in our minds.

On reaching Italy, we found that we could fly its entire length in luxurious seaplanes. We left Genoa at nine one morning, flew along the Italian Riviera, passed Pisa near enough to see its famous Leaning Tower, and landed on Rome's Tiber by noon. Travelers for generations have been telling of the beauties of Italy, but never will they know the rare beauty of Northern Italy until they fly over the shoreline where the matchless blue of the Mediterranean brings into sharp relief the many lovely islands, such as Elba and Monte Cristo, and the changing scenery of Tuscan hill and plain.

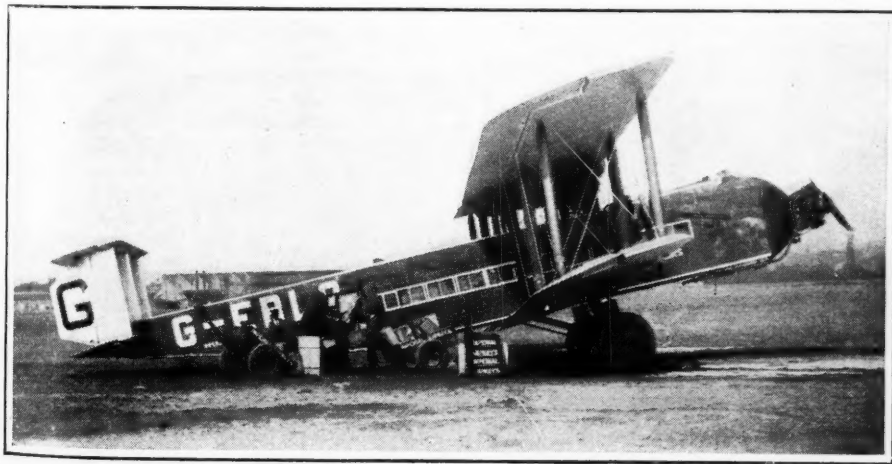
So it is further south. Fly from Rome to Naples and circle the beautiful bay before

landing; look down on Vesuvius, view Capri as a blue diamond in a setting of azure, see the Amalfi Drive stretching for miles along



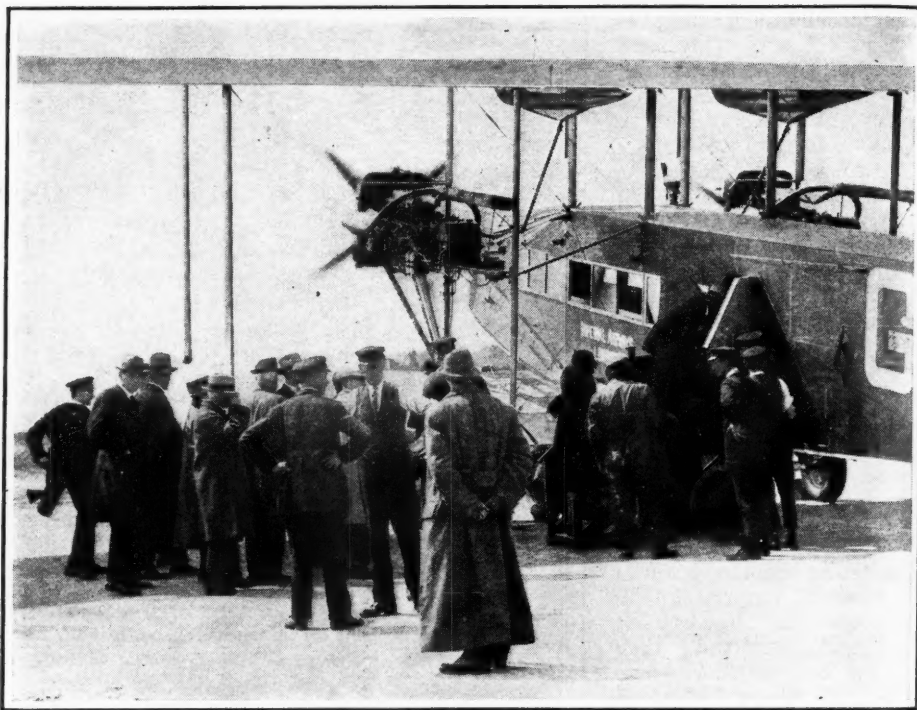
SAFEGUARDING THE AIR TOURIST'S LIFE

Arrived at Croydon, London's airport, passengers find a weather map showing cloud and wind conditions on all routes from England.



BAGGAGE GOES ABOARD THE "ARGOSY"

This is the largest passenger plane in the world, seating twenty passengers comfortably. Handbags, suit-cases, and even trunks are carried on small passenger planes as well as on this giant. If necessary, special planes carrying nothing but baggage are sent over the airways.



PASSPORT INSPECTION OVER, PASSENGERS ENTER THE AIR LINER

the shore, and you will change the old saying to: "See Naples from the air and live."

On these and the following pages are reproduced a few of the pictures I gathered

on my aerial tour. I hope they will reveal the ease and enjoyment of passenger flying abroad, and will help lead to the development of similar routes in this country.



NOT A RAILWAY CAR, BUT AN AIRPLANE
Comfortable wicker or upholstered individual seats are to be found in all European passenger planes. This picture shows the cabin of a typical British plane.



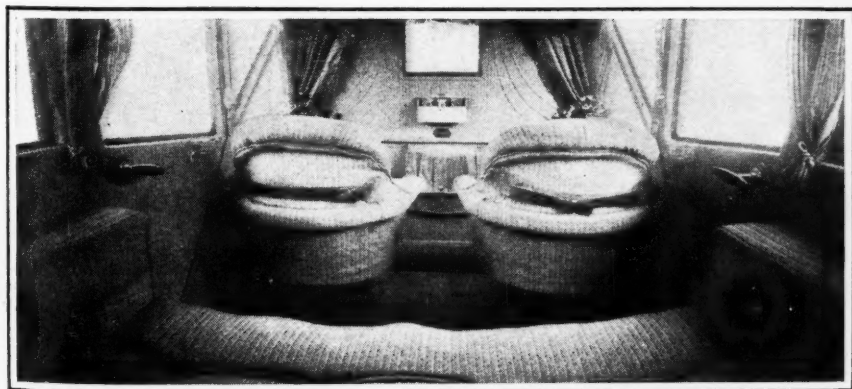
HIGH OVER THE CANALS OF HOLLAND
One of the charms of flying is the fresh and unusual appearance of the scenery from above. Even in flat countries the air passenger is thrilled by the panorama below.

Arriv



CIRCLING THE SPIRES OF COLOGNE CATHEDRAL

American travelers have often noticed the difficulty of getting a good view of Europe's cathedrals, because of the nearness of surrounding buildings. This problem does not trouble those who fly.



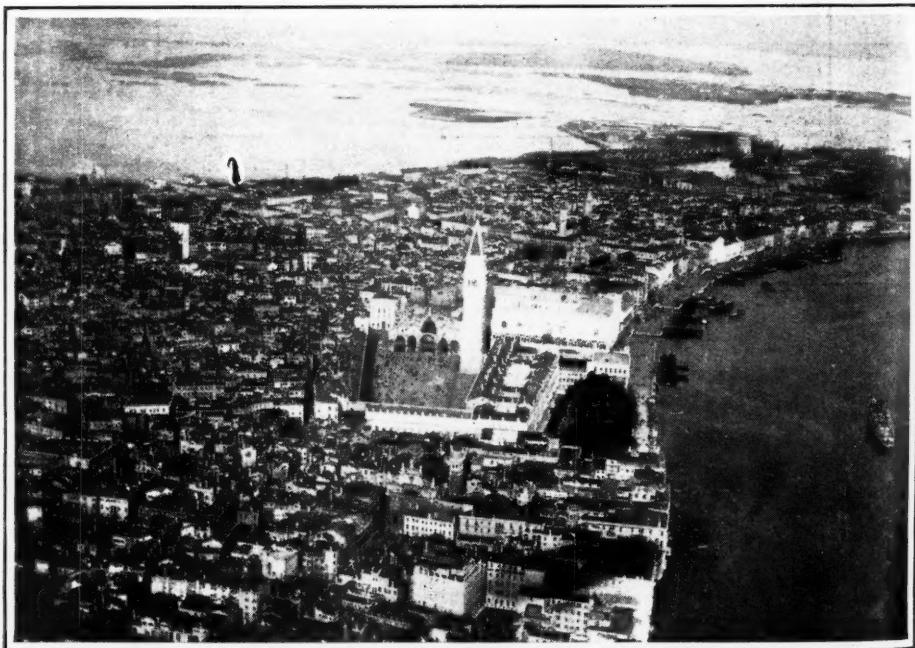
A COMFORTABLE AIR SEDAN

Arrived in Germany, the man or woman who has made the flight from England or Holland is often attracted by the smaller German planes to continue his tour by air.



A SIGHT HITHERTO RESERVED FOR THE SKILLED CLIMBER

It is only a few hours by air from Munich, in southern Germany, to Italy. The way leads high over the Alps, where the traveler by air finds majestic mountains thousands of feet below him.



Photograph from Royal Italian Air Force

JUST BEFORE LANDING BY THE LAGOONS OF VENICE

The church of St. Mark's, the Campanile, and the Piazza will be easily recognized. Venice is a junction point for air lines running over the mountains from Italy to Austria and Germany.



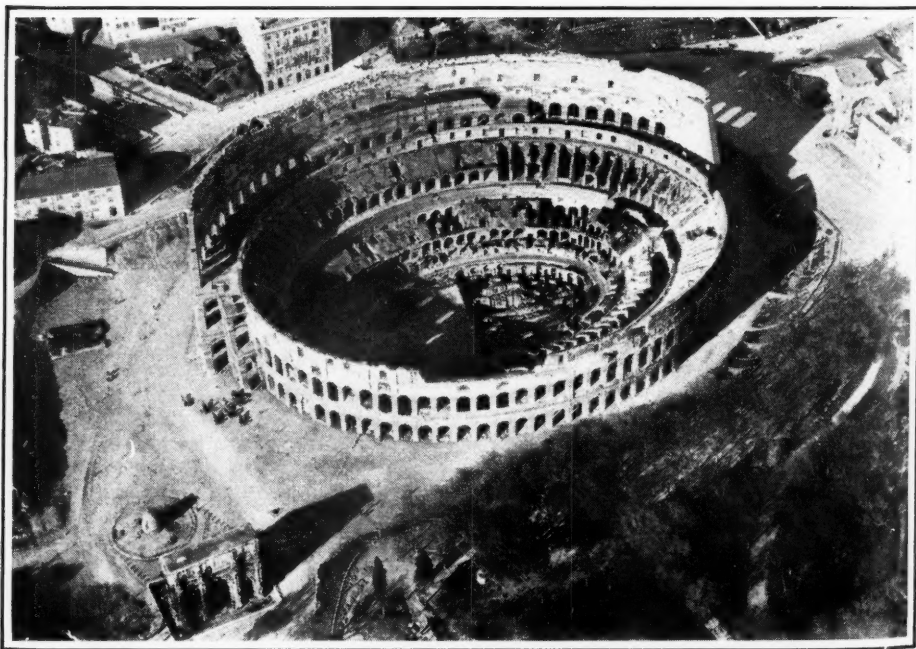
RISING FROM THE WATERS OF THE BLUE MEDITERRANEAN

At Genoa in northern Italy, the home of Christopher Columbus, air travelers find large flying boats available for the flight down the rugged coastline to Rome, Naples, and Palermo.



LOOKING DOWN ON THE HEART OF MODERN ROME

One of the most pleasant experiences for the air tourist is a flight over the Eternal City. This picture shows the Victor Emmanuel II monument, recently completed in memory of the first king of United Italy. All photographs on this and the facing page are from the Royal Italian Air Force.



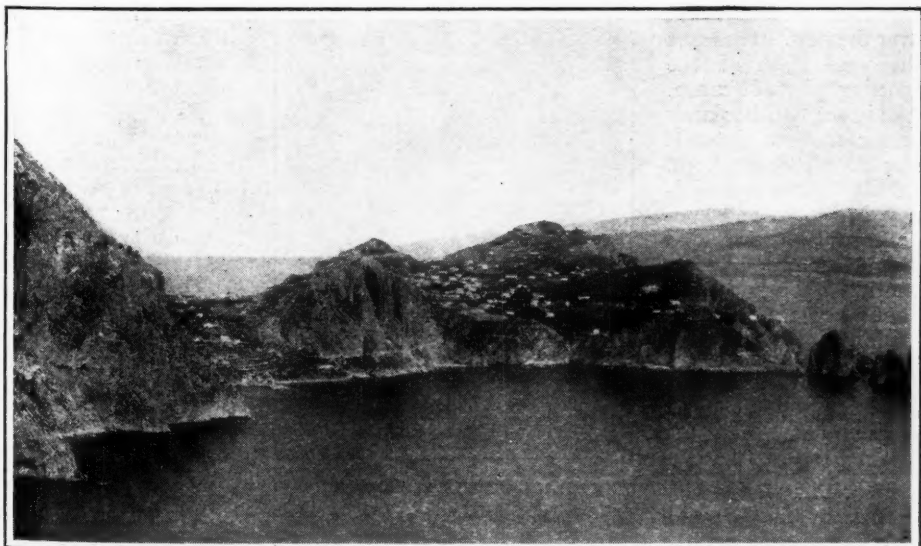
ROME'S COLOSSEUM: AN UNUSUAL VIEW

How much remains of this scene of the gladiatorial combats of Imperial Rome is readily seen from the sky. In the left foreground appears the arch of Constantine.



ANOTHER SIGHT SEEN ONLY BY THE AIR TOURIST

The smoldering crater of Mount Vesuvius, into which the air passenger from Rome to Naples may gaze from above as his plane circles the Bay of Naples before landing.



A FITTING PLACE TO END AN AIR JOURNEY ACROSS EUROPE

The coastline at Capri in southern Italy. The combination of blue Mediterranean, brown and green shores, and golden sunshine makes a picture revealed in all its beauty from the air.

Tennis, the Universal Sport

BY JOHN R. TUNIS

WHAT'S all the fuss about tennis? Why all this excitement about a mere game? For such there is. You cannot possibly have failed to observe it if you have been looking at the front pages of the daily newspapers during the past six weeks. After all, what on earth is the difference whether the United States wins or loses a Cup? What does a Cup signify? Or whether we win or lose a championship in tennis? Who cares about it, anyway?

In a word, the world cares. Last month crowds thronged the spaces along the Grand Boulevards outside the newspaper offices in Paris, intensely anxious over the final result of the Davis Cup matches then being disputed at Germantown, Pennsylvania. To these Parisians victory meant vastly more than just the triumph of the old world over the new. It meant the vindication of the sporting spirit of France. And in many other lands across the sea interest was but a little less keen. In Melbourne and Sydney, in Tokyo and London, in Capetown and Calcutta, people were waiting to get the reports about the stern challenge made this year for the possession of the Davis Cup, aptly called "The Melting Pot of the Sport World." Yes, the world cares; and there is a reason for this world-wide interest in what after all is only a game with a bat and a ball.

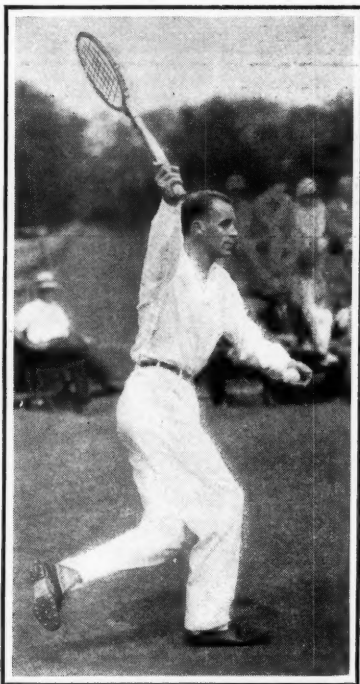
For tennis is not merely international; it

is universal. The whole world may not speak the same language of sport; each country plays and prefers its own national game. Each country, also, plays tennis. There are courts in the Balkans and courts in the Andes; courts in the Far East and courts in the heart of Africa. Tennis is the Esperanto of sports.

Do not, however, make the common mistake of assuming that tennis is an Anglo-Saxon game. Tennis, properly speaking, was played in France three hundred years ago. In the year 1600 there were well over a thou-

sand courts in the city of Paris alone. Its successor, lawn tennis, it is true, was largely played only in England until the eighties, although there was an American championship in the year 1881. But until the early nineties all the great players were British; Lawford, the Renshaws, and Dr. Pim. Then came the Dohertys and the period of England's greatness upon the court. Their rule lasted until the first six or seven years of the present century, when the Australasians, Brookes and Wilding, supported by Dunlop and Doust, took the Davis Cup away in 1907 and Brookes became the first colonial to be victorious at Wimbledon, the seat of English tennis.

Australasia's hegemony existed practically until the war. Then the United States, with Tilden the master strategist and Johnston of the mighty forehand drive,



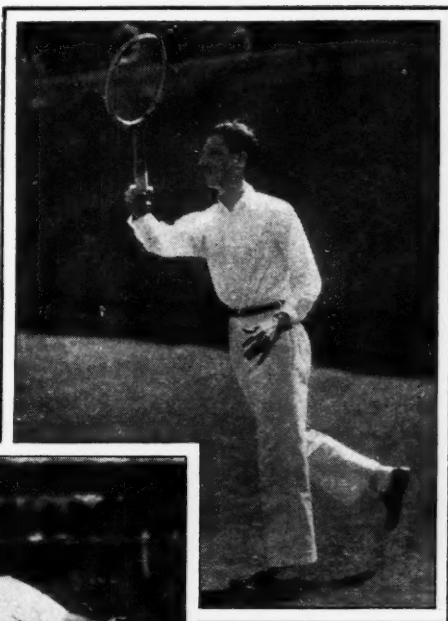
THE FINISH OF TILDEN'S BACKHAND

Showing the grace and poise of the greatest American upon the courts. "Retire?" "Never," said Mr. Tilden, when asked recently. "I'll keep on playing in the Nationals and get beaten a round earlier each year." The veteran campaigner prefers to die in action rather than subside in inaction.

brought the famous trophy back from the Antipodes in 1920. Here it has rested ever since. England no longer possesses players of international caliber. Australasia has lost her Brookes and Wilding; her Patterson and Anderson are not the equal of the best Americans. The wind of world supremacy has shifted eastward. Two years ago, for the first time, a French team appeared in the challenge round of the Davis Cup. Last year they were able to win their first match from the giant Tilden, though they lost the series; and it then became evident that the time to teach the Davis Cup French could not be long postponed.

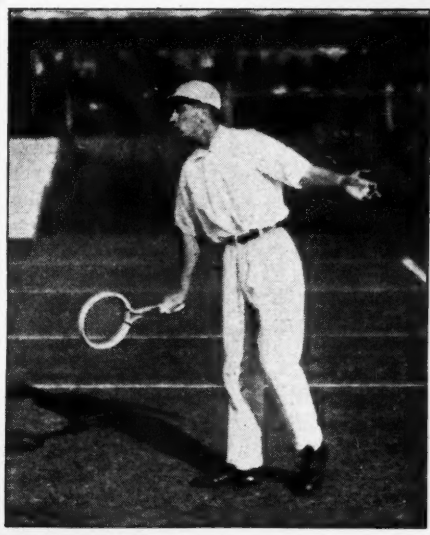
This year, in the series of five matches played at Germantown, in the first week of September, the French team won three, defeating Johnston twice and Tilden once; and the seven-year reign of the two United States stars came to an end.

What is the Davis Cup, exactly? A trophy given by Dwight F. Davis, the present Secretary of



JACQUES BRUGNON, AN IMPORTANT MEMBER OF THE FRENCH TEAM

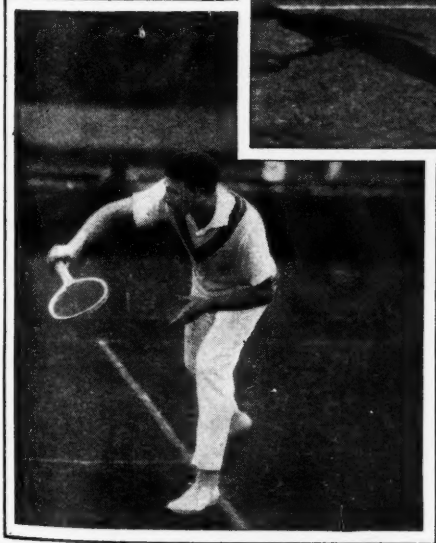
An overlooked but important member of the French Davis Cup team is Jacques Brugnon of Paris. A specialist in doubles, he is considered one of the finest players of the doubles game in the world due to his unorthodox and unexpected shots from all parts of the court. He has also many singles titles in Europe to his credit.



RENE LACOSTE, THE ROBOT OF THE COURTS
Lacoste, champion of the United States in 1926 and champion of France in 1927, is one of the two French players who have ever succeeded in defeating Tilden. He talks of retiring this fall but admits that he would return long enough to defend his country's newly won championship in 1923.

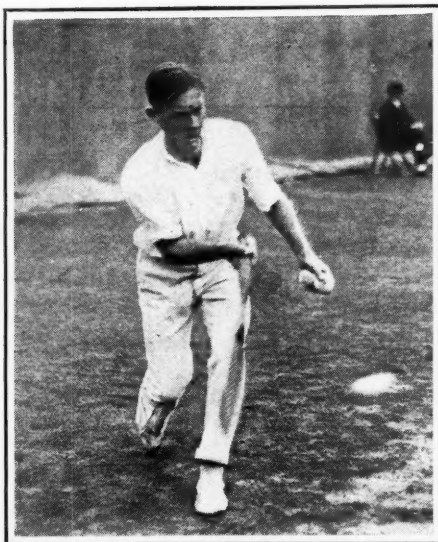
War, when an undergraduate at Harvard, for an annual tennis match between the United States and Great Britain. I say between those two nations, because in 1900 they were the only two countries playing the game to

any extent. The contest was broadened to admit the French in 1904; Austria entered that year but was unable to get a team together. This spring twenty-six nations competed; as large as England and as small as Jugoslavia, as developed in sports as the United States and as undeveloped as Mexico, as near the center of tennis as Canada and as



JEAN BOROTRA, DARLING OF THE GALLERIES

This is the laughing, sportsmanlike, chivalrous Basque who has done so much to further tennis throughout the world. He refuses to admit defeat until the final point.



GEORGE LOTT, YOUNG AND PROMISING
AMERICAN STAR

Of all the younger players coming to the front in this country, George Lott of Chicago gives the greatest promise of being a real international star in the near future. His play this summer has earned him a much higher place in the national ranking.

far away as Japan. Can anything bear greater testimony to the spread of the game than the fact that lands as distant as China and the Argentine, as South Africa and Sweden, have entered in this great international contest?

In these days of French supremacy upon the courts it may be interesting to observe closely some of the artisans of French triumph who have spread the cult of the game throughout all France. First of all, there is Borotra the Basque.

Jean Borotra is a champion pelota player, and he will tell you that pelota as played by the Basques is the fastest of all ball games. More than any one Borotra has given the élan, the dash, the spirit to French tennis which has brought it to the front in international sport of to-day. He it was who carried his country to the challenge round of the Davis Cup matches for the first time, when in 1925—after the unexpected defeat of Lacoste by Patterson—he slew Anderson the giant Australian and forged a Latin victory in the doubles, though knocked unconscious by a swift volley from an opponent's racquet. Strenuous in sport, he is no less so in business. Traveling on behalf of the corporation he works for, last year he

spent 187 nights out of the 365 in sleeping cars, airplanes, or staterooms. The night before the challenge round at Philadelphia he was working in his bedroom on reports and statements connected with his business until 2 A. M. And at 3 he was called from bed to answer a long-distance call on business from San Francisco. This gives you an idea of the impetuous, hard-working, colorful Jean Borotra.

Lacoste. Rene Lacoste is called "the Alligator" in his native land. Quiet, taciturn, controlled, he is a self-made player. Yes, and what a maker! For years he worked, studied, read, practised, devoted himself to sport in a way that was not easy to do in a land where sport is far from the universal thing it is here. From a second-class player as a sixteen-year-old youngster, he progressed until in 1923 he was fighting on even terms with the mighty Johnston of California in the championships of France. In 1925 he was within a point of defeating Tilden in the Davis Cup matches. Last year he actually gave Tilden his first defeat in an international contest. This year he defeated both Tilden and Johnston. Phlegmatic to a degree; he does not allow himself to be bothered by crowds, bad decisions, disputed points or digressions of any sort. With Jean Rene Lacoste the game's the thing!

Lacoste is the master mechanic of tennis; the Robot of the courts. Indeed, it needs a technician to appreciate his game; for the crowd in the stands it is the jumping, leaping, laughing Borotra who wins the applause, while the silent Lacoste often receives less than his meet due of praise.

Like neither the one nor the other is Henri Cochet; one time ball boy at the Tennis Club de Lyon; the most natural tennis player anywhere in the world to-day. Long will you search, and far, ere you find the equal of this muscular little Lyonnais who in street clothes looks far more like a clerk in a bank than the most amazing and astonishing shot producer in the realm of tennis.

Borotra is fast on the court; but Cochet is faster, faster even than the changes in a Portuguese Cabinet. I have played against many players good and bad in this country and Europe; but never have I met a man with reflexes as sudden as Cochet's. His movements are like a panther's, quick, nimble, unseen. His anticipation amounts almost to second sight. Poke the ball down

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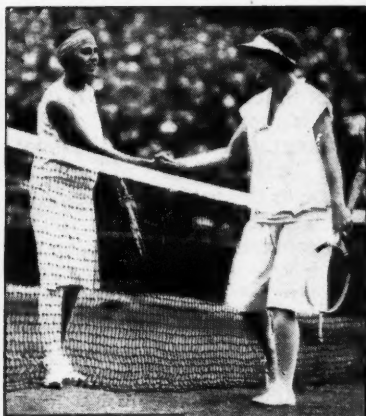
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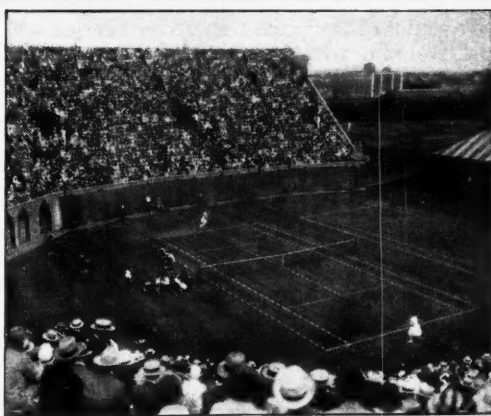
MISS BETTY NUTTALL, ENGLAND'S YOUNG STAR

Four years ago, when a child of twelve, with her hair down her back, she was trying to learn a forehand; to-day she possesses one of the hardest drives in women's tennis. She reached the last eight at Wimbledon in June and the final round of the American championships in August against Miss Wills.



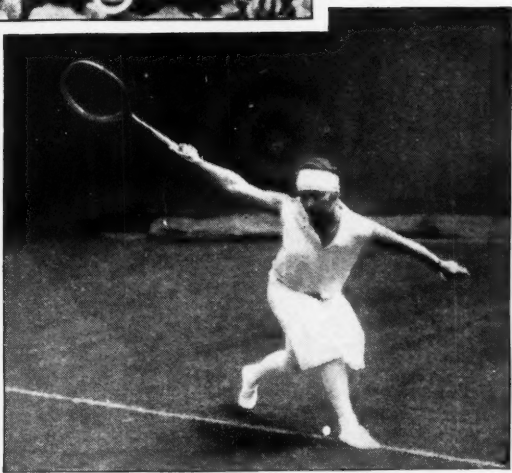
MISS HELEN WILLS AND SENORITA DE ALVAREZ

Conqueror and conqueror shaking hands after their final round match at Wimbledon last June, described as the fastest ever played by two women. Senorita Elvia de Alvarez, the Spanish player, pressed Miss Wills as no other has done this year and is regarded as the second best in women's tennis.



MISS HELEN WILLS, NATIONAL SINGLES CHAMPION

At the finish of her powerful forehand drive. At present Miss Wills stands far above all other players of her sex in amateur tennis, and her reign is likely to be undisputed for many years to come.



FRAULEIN KEA BOUMAN OF HOLLAND, HOLDER OF THE FRENCH TITLE

A graceful pose of Fraulein Bouman, the Dutch champion and winner of the French title last June, one of the supreme stylists of tennis. Mr. Tilden expressed it as his opinion recently that Fraulein Bouman would one day be close to the top of the heap in the women's game.

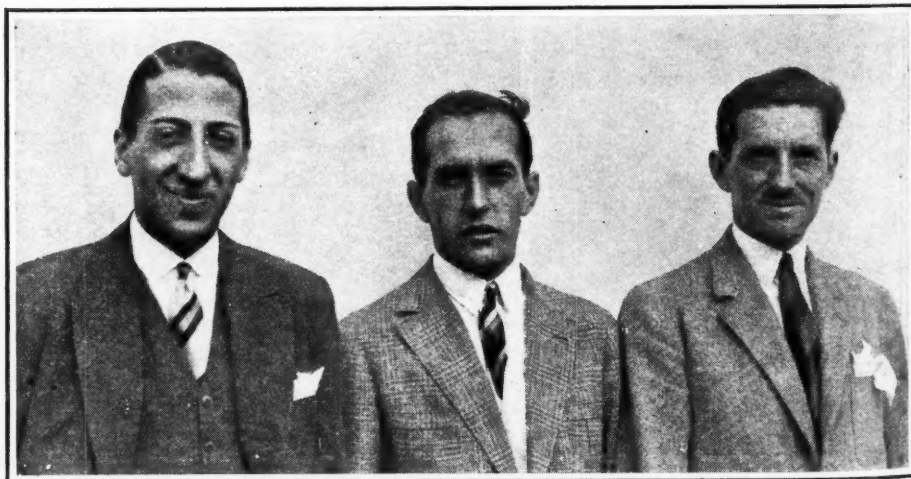
the line, and he pounces upon it. Shoot it down the other line—he is there to meet it. Toss it lightly over his head . . . with that uncanny guess at your every move he is back waiting for it before it drops, ready with his racquet to sow devastation into your court. Ask some of the great players about Cochet. Tilden will advise you not to come to the net on his backhand. Hunter will say that he can pass you no matter how deep and well-placed is your preparatory drive. Borotra will confess with a grin that six "match points" mean nothing against Cochet. He had six match points in the finals at Wimbledon this past June, but Cochet won the match! Cochet defeated Tilden at Wimbledon in June and Johnston at Philadelphia last month.

A marvelous, intuitive genius of the game is this lithe young athlete who with his confreres has been responsible for the success of France upon the courts. All the more remarkable because he lives in a provincial city far removed from the capital, where he gets no practice at all. Yet he has that rare and precious quality of being at his peak when the test looms near. That was not always, they will tell you who best know Europe and European sport, a quality of the Latin race.

Lacoste, Cochet, Borotra; who is the peer among these Three Musketeers of

France? Cochet on his day can defeat any one in the world; alas! his day does not always come. Borotra, with his dynamic smashing and volleying, sows destruction in his path. Yet week in week out Lacoste is, perhaps, the most effective of the trio, and the foremost of them all; for it is easier far to wield the hammer of Thor than to spin the spider's web.

But if France is steadily assuming the lead in masculine tennis, the United States since the retirement of Mademoiselle Suzanne Lenglen from the ranks of the amateur has taken the van in the woman's side of the game. To say that Miss Wills, our present champion, is in a class by herself is merely a trite aphorism. More exact would it be to say that she has lifted the sport for her sex upon an entirely different plane. No woman ever hit a tennis ball as hard and as accurately as she does; indeed, her strokes are quite as severe as those of the majority of the first-class men players. Like none of the men players of this country or abroad, she stands above all the woman devotees of the game the world over. Yes, at least one American title is safe from the eager hand of the invaders, and that for many years to come if one can judge by the radiant youth and health of the present national singles champion, Miss Helen Newington Wills, of Berkeley, California.



THREE MUSKETEERS—"WE FEW, WE HAPPY FEW, WE BAND OF BROTHERS"

From left to right: Lacoste, Cochet, and Brugnon, the French Davis Cup team in mufti. These three, with Borotra, are the men who defeated the American players at Germantown, Pennsylvania, last month, and carried the famous Davis Cup to France for the first time, ending seven years of American supremacy.

This Prosperity

BY LEONARD P. AYRES

(Vice-President, The Cleveland Trust Company)

THIS is an article about business, but it begins with some comments about bicycle races. One evening last spring I went to Madison Square Garden, in New York, to see the opening races held there the night before the beginning of the six-day race. Among the contests on the steep saucer-like track were the ordinary half-mile, and mile, and two-mile sprints.

There was also a race called the Australian Pursuit Race, in which only two men competed at a time. One started on one side of the track, and the other on the opposite side. They could not see each other because the oval was filled with spectators. Beginning with the sound of the starter's pistol both rode until one caught the other, whether that required two miles, or ten miles, or any other amount of riding. Each man relied entirely on his own courage, stamina, speed, and endurance. He could not see his opponent and there was nothing to spur him on except his own will to win.

American business in the years before the war was a good deal like a series of sprint races of varying lengths, but with none of them very long. Every few years we had a depression, during which business was almost at a standstill. That was the starting-point of a business race which began when industrial recovery got under way, and ended two or three years later in a brief period of feverish prosperity. In between these sprints the contestants got ready for the next race.

American business now is like an Australian pursuit race, which keeps on and on with no opportunity for the contestants to rest. Each participant strives to catch his nearest competitor and to eliminate him. We are now in the sixth year of a period of sustained prosperity that is developing a kind of business competition never before experienced in this country. It is a long-distance race in which the short-winded contestants are being dropped out one by one.

Prosperity has prevailed in the United States almost as long as Prohibition, and now a good many people are beginning to think that both of them are proving to be very different from what we expected. In both cases the troubles that have appeared are traceable to the unexpected keenness of the competition that has developed.

There can be no doubt that national prosperity is really here. The present period of sustained good times began after the great depression of 1921, and, except for a brief interruption in 1924, it has continued ever since. During these past six years there has been going forward the greatest boom in building construction that any country has ever experienced. The automobile industry has contributed an almost unbroken series of new high records from month to month and year to year.

The other trustworthy indicators of business activity, such as those of steel production, bank transactions, and the volume of goods transported by the railroads, have continued to contribute their corroborative evidence. The standard of living of the American people has made almost visible advances. There has been little involuntary unemployment, and wages have advanced almost without interruption.

Despite all this it has been increasingly apparent during the past year that business competition is becoming extremely keen. Manufacturers and merchants are in general accord in testifying that the volume of business is satisfactorily large; but they are even more emphatic in stating that margins of profit are becoming very narrow.

Their testimony is supported by the records of business failures which are steadily rising, and which threaten to go up in this year of national prosperity to peaks never before exceeded even in times of general depression. The troubles of business are not caused by any deficiency in the size of the national income, but rather by changes

in its distribution. For increasing numbers of business men in the industrial centers, as well as in agricultural sections, this is becoming a period of profitless prosperity.

This Prosperity Different

Now this condition is new in the annals of American business. In former decades it has been almost literally true that periods of prosperity were times when everybody had work, and everybody made money. Now, the opportunities for employment are good, and the wages of workers are high, but a great many business men are finding it extremely difficult to make any profits at all. The explanation for this appears to lie in the fact that during previous periods of prosperity the wholesale prices of commodities rose, while during the past two years they have been falling.

The fact that commodity prices advanced in previous periods of good times meant that the demand for goods was currently a little greater than the available supply. Under those conditions the producers fixed the prices, and the buyers competed for the commodities. While that was going on even the less efficient producers made money, and the more daring ones often profited largely by commodity speculation either in the open markets or by the building up of inventories.

But this period of prosperity is different. The restriction of immigration during and since the war has compelled manufacturers to install labor-saving machinery, and to make their organizations more efficient. The great increases in national wealth, and the ease of credit that has resulted from our huge importations of gold, have enabled American industrialists to modernize their equipment, and to substitute machine work for hand work, and mechanical power for man power. The result is that the factory output of goods per man per day has recently increased so rapidly that we now have a period of sustained trade and industrial activity during which the supply of goods is currently a little greater than the demand, and prices keep falling instead of advancing.

Less Efficient Being Counted Out

When commodity prices decline during a period of business activity, the buyers dictate the terms and the producers compete for the markets. If several manufacturers are engaged in a competitive

producing industry during a period of persistently declining prices, the time soon comes when one or more of them find that the prices received for the goods are no longer enough to yield a profit. The cure for that is to reduce the costs of production by introducing new economies of operation in the factory.

If the market prices of the commodities continue to decline each manufacturer undertakes that difficult task, and then shortly undertakes it again and again, spurred on by the relentless urge of economic necessity. Finally, the time comes when the least efficient producer finds himself unable further to reduce his production costs, and he has no alternative but to close his factory.

If price declines continue, the next less efficient producer will soon be forced to take the same action, and then the next in line, and so on. This process of elimination is now rapidly going on among the smaller and weaker manufacturing firms in many lines. It is a good deal like what happens when children count out to find who is to be "it" in a game, using the old formula:

"Eenie, meenie, miney, mo,
Catch a nigger by the toe.
If he hollers let him go,
O—U—T spells, Out you go."

The history of American business is largely a record of its ups and downs, from depression to prosperity and back again, that economists call cycles. For more than half a century these recurrent waves that have carried the course of general business from bad times on up to good ones, and then down once more to stagnation or even panic, have been characteristic of industry and trade.

Cycles of Opportunity

These waves have been irregular in size, and irregularly spaced; but in a general way it may be truly said that the up-swings to prosperity tended to last about two years, while the down-swings to depression lasted on the average about a year or a year and a half. The time interval from one peak of prosperity to the next one was usually about three or four years.

Probably the fairly regular recurrence of these peaks of prosperity has had much to do with our national conviction that America is the land of opportunity. For a good many years past it has been the rule in this country that the typical business

man has had about ten opportunities during the course of a business lifetime to reap the advantages of periods of prosperity. These were times of real opportunity for the alert, the energetic, and the enterprising, whether they were very efficient or not.

Under these conditions it is natural that as a people we have always hoped for periods of long-continued prosperity, for we naturally supposed that a sustained period would keep on having the same favorable results for the individual business man that the short ones did. That these longings are nothing new is proved by the word *prosperity* itself. It comes directly from the Latin, and the verb *to prosper* is the Latin *pro*, meaning *for*, and *sperare*, meaning *to hope*. *Prosperity* is what we hope for, and what mankind has always been hoping for.

This present period of prosperity began in the old-fashioned way with a gradual pick-up of business, and a general advance of commodity prices. It was certainly what we all hoped for after the severe depression of 1921. Business continued to run on a normal course when it reached a peak two years later, and then dipped down for a brief slow period in 1924. The unusual developments have come with the revived and continued prosperity of the past three years, and among them have been some that a good many business men did not hope for at all.

To Him that Hath

The competition that has come with this period of protracted prosperity and declining prices is developing into a long-distance race in which the short-winded participants are being left behind. Success is going in the main to the stronger, larger, more heavily capitalized concerns. One evidence of this is to be found in the records of commercial insolvencies. Failures are increasing in number. There were more of them in the first six months of 1927 than in the first half of any previous year except 1922 and 1915, which were both periods of serious business depression.

These failures, which threaten to reach new high records by the end of this year, are largely suspensions of smaller firms. Few large insolvencies are being reported. For five years past the actual number of failures has been increasing, while the average size of the firms going under has been decreasing. Clearly, this is a weeding-

out process that is eliminating the smaller and individual enterprises rather than large corporations.

The figures confirm the observations that one may readily derive from reading the financial pages of the newspapers. For the first six months of this year the General Motors Corporation reported net earnings that amount to almost a million dollars per working day. And yet it is true that most of the smaller automobile companies earned less in 1926 than in 1925, and are earning at still lower rates this year. This is a period of great prosperity for the automobile industry, and at the same time one of serious difficulty for most of the companies in that industry.

The earnings of the United States Steel Corporation during the first half of this year amounted to nearly three-quarters of a million dollars for each working day; but most of the small steel and iron companies are reporting large volumes of output, and shrinking margins of earnings. In the field of merchandising, the great chain-store systems and the mail-order houses are steadily and rapidly expanding; but in most communities few men except the exceptionally daring or the woefully uninformed are rash enough to open new individual stores for the sale of groceries, cigars, dry goods, bakery products, drugs, and the like.

All these tendencies are reflected in the dealings on the stock exchanges. In the security markets the shares of the leading corporations in many, if not most, important branches of business have made notable price advances during the past year; but the current price quotations for the shares of some hundreds of smaller companies are lower than they were at the beginning of 1926. This is a time of prosperity for the efficient and the strong, and one of increasing difficulties for those that are less successful in reducing their costs of production, or that are handicapped by inadequacy of capital.

It would be a mistake to infer from all this that the big companies are efficient simply because they are big. Probably it would be much more nearly true to say that these companies have grown big because they have been and are efficient. There are notable exceptions both ways. Some large companies have been finding the going difficult of late, while a few small ones are rapidly forging ahead.

The smaller company often excels the larger one in resourcefulness, adaptability, and the power to make rapid readjustments. The larger company possesses superior capital resources, usually has better control over sources of supply of materials, and is frequently able to produce more economically if it can operate continuously at nearly full volume of output. It is the combination of sustained business activity and a declining trend of commodity prices that produces the conditions of unremittingly keen competition which tend to multiply the difficulties of the smaller companies. Perhaps these unforeseen results of long-sustained prosperity are not so novel as they seem, for the Arabs have long had a proverb to the effect that "It is continuous sunshine that makes the desert."

Railroads and Utilities

The same economic conditions that are creating difficulties for large numbers of manufacturing and mercantile firms are greatly benefiting the railroads and the utility companies. These companies buy goods and sell services. The supplies and material that they purchase tend to cost them less and less because of the declining trend of commodity prices. The rates that they charge for their services remain at the relatively high levels at which they were fixed by the commerce and public-service commissions when costs were higher.

The activity of general business brings traffic to the railroads in large volume, and increases the demands for power from the electric companies. In the case of the railroads and of most utilities, those exceptional demands do not result in bringing new competitors into the field. The influences of the prevailing fundamental economic conditions that bring difficult problems for producing industries greatly favor the railroads and the utilities, and this is reflected in the buoyant action of their securities on the stock exchanges.

Present Prospects

It now seems likely that during the months directly ahead the main currents of business will continue to run in about the same directions, and with about the same force as they have in the recent past. If that happens we shall continue to have a high level of national prosperity that will be most selective in its effects on the

fortunes and welfare of different classes in the community.

These are good times for the great majority of industrial workers, because employment is general and wages are advancing while the cost of living is declining. They are hard times for the farmers, because the prices of agricultural products are relatively low. They are good times for the officials and the security owners of most of the large and powerful corporations in the manufacturing industries, and in the chain stores and mail-order houses, for these companies are making large profits.

They are hard times for most small competitive industries and other businesses unless they are exceptionally efficient. They are bad times for all inefficient producers and for all unadaptable people. These are good times for the railroads and the public-utility companies, and in the main they are good times for professional people and those living on fixed salaries, because such people are like the railroads and the utilities in that they buy goods that are declining in price, but sell services that are not as yet so affected.

These are hard times for most jobbers, wholesalers, and middlemen, because the goods in which they deal are more likely to shrink in value than to advance in price while they have them in their possession. The working out of that principle is perhaps the most important factor in the current business practices of hand-to-mouth buying about which much is now being written. The present prospects are that this period of exceptional national prosperity will continue to be characterized by just such contradictions and cross currents as those that have been suggested.

Four Ways Out

For the individual business man who is not in one of the lines specially favored by the existing economic conditions, but who is in a position of top control or policy formulation in his own company, there appear to be about four alternative courses. The most obvious one, and usually the most difficult, is to reduce costs of production or merchandising until they are lower than those of his competitors. That requires keen and careful economy of operation, rapidity of turnover of materials and stocks of goods, and the effective utilization, all the time, of every member of the working

force and every part of the plant. This formula amounts almost to a counsel of perfection. The ideal can never be fully attained, but it may be approximated.

A second possibility is to seek increase of strength and reduction of overhead expenses by bringing about a merger of competitors. Sometimes this course is effective, and we are clearly entering now upon a period of more business consolidations. Nevertheless, it remains true in the business world, as it does in the kitchen, that the combination of several doubtful eggs will not produce a desirable omelet.

A third possible method is to curb competition by means of price agreements, but the attempt to do this is likely to be interfered with by the authorities at Washington.

The fourth alternative is likely to prove the most successful. It requires ingenuity and, above all, adaptability. It is to escape the rigors of direct competition by producing and selling goods having special appeal because they are a bit different from those offered by others, a little more distinctive; possessing more style, having some quality of individual desirability. In this connection it is instructive to note that the greatest successes in the present struggle for survival in the automobile industry have not been won by price cutting.

A Changing America

Business has attained a degree of stability in this country that is quite beyond any previous precedent. It is wholly probable that the old abrupt business cycles, with their rapid ascents from depression, to recovery, and on up to prosperity in about two years, and their still more rapid descents through general decline back down to depression again in about another year, are things of the past. The country is now too wealthy, and our credit supplies are too ably administered through the Federal Reserve System, to permit a return of those former recurring conditions.

We shall almost surely continue to have well-defined business cycles; but they will be longer in duration, and their peaks will be less sharp and their valleys less deep, than those of the past. Meantime, we are well along in the first of the business cycles of this new era, and we are finding that a period of sustained prosperity with declining commodity prices brings with it the competition of elimination. Moreover, the price decline still continues.

The new era brings with it great and obvious advantages over the old. The chief of these is that the day of business panics is past, probably never to return. But the new era has also brought other changes that are not unmixed blessings. It may be that one of the most important of these is a curtailment of individual opportunity in this country.

The qualities of initiative, of aggressiveness, and of hopefulness that have always characterized American business were developed in the past century. Then, it was the normal experience of the typical business man to have about ten new opportunities during his business life to pass through periods of prosperity in which even the less efficient made money.

Over and over again he had a chance to start once more with all the hope, and enthusiasm, and courage that came from the realization that he was entering a new period of good times on more or less even terms with his competitors.

The invincible optimism of the American business man, and the fluidity of our social structure, were developed in those decades of alternating depression and prosperity. In the future we shall have fewer depressions, but we shall also have relatively fewer opportunities for individuals to found businesses. There will be more employers, and fewer proprietors. For most business men there will be less risk, less worry, less responsibility, and more steady jobs and salaries in middle and subordinate positions with large corporations.





DO YOU KNOW HIM?

This is Jack Dempsey, pugilist, making up as a stage bad man of the West.

TIMES have changed. The champion of the prize-ring who knocked out all comers while our grandfathers cheered, punched his way to fame by fighting often and hard. If he made money, he made it by fighting. But the athletes of to-day, football players, tennis stars, swimmers and the rest, as well as prize-fighters, have discovered another source of fat incomes. They make hay in the winter-time by capitalizing their popularity and prestige.

When a fighter of twenty or thirty years ago won the championship and a few thousand dollars, he basked in the public eye and enjoyed rich food and hard liquor. But before long his funds ran out, and he would have to knock out another aspirant to get a fresh start. Of course, too, there came the day when his manager showed him in a few theaters. But it hardly paid him for the trouble.

Consider, on the other hand, the gentlemanly Eugene Tunney. When he climbed out of the prize-ring in Philadelphia a year ago to become one of the country's best-known citizens, he apparently wanted to forget that the life of a fighter is hard and earnest. Certainly he made one gesture of independence, for on the night of his return to New York he amazed Broadway by refusing to appear at the Hippodrome, though its stage was packed with stars and its orchestra with the elect, assembled for a midnight benefit performance.

Haymaking in the Winter-Time

A NEW SOURCE OF INCOME
FOR ATHLETIC STARS

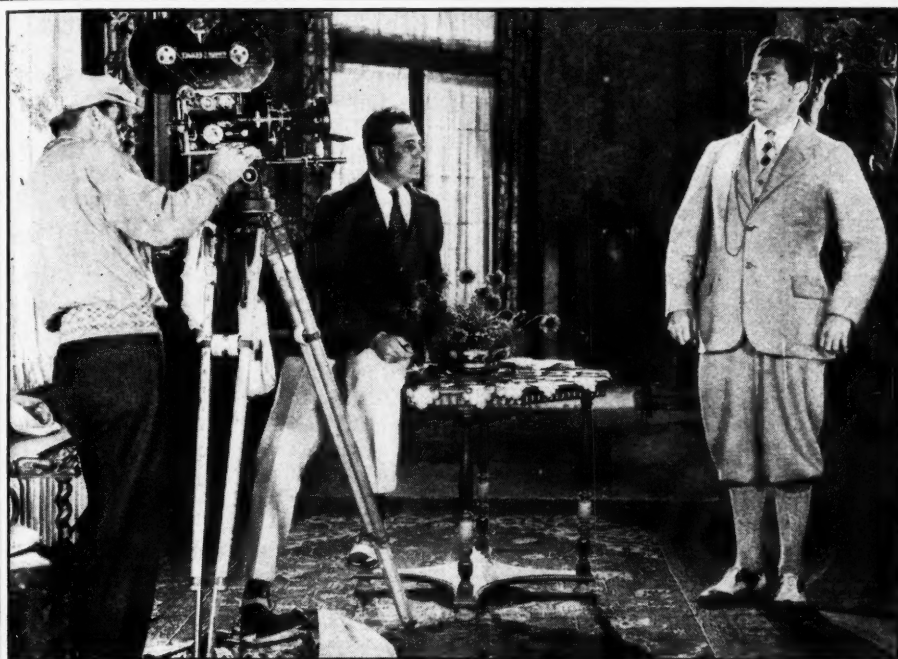
BY EARL REEVES

But Tunney soon came to heel. Being a champion, he had to start making hay in the winter-time. Before the fight which made him champion, he had been starred as a fighting marine in a ten-episode moving-picture, calculated to keep young ladies gasping in admiration through many weeks. But he had spurned payment in straight salary (having an eye to the future) and had insisted on one-fourth the receipts from



A TENNIS PLAYER TURNS ACTOR

William Tilden, America's tennis champion, makes love to Marjorie Daw—in a scene from "The Kid Himself."



AN UNUSUAL SETTING FOR A PRIZE-FIGHTER

Gene Tunney demonstrating that the prize-ring is not the only source of income for the pugilist. This picture was snapped while Tunney was acting in a moving-picture.

the picture. Naturally when word of his victory over Dempsey was flashed across the country, theater managers bombarded the moving-picture company with telegrams ordering the serial. But the New York agent knew his business, and had doubled the price of the feature. Thus Tunney's quarter share in the profits made a tidy sum, the total remaining a secret between him and the income-tax collector.

This was what is called easy money. But there was a more active form of haymaking, known as barnstorming, to be done. Tunney may have wished to winter in Florida or Los Angeles, or to take a Mediterranean cruise, but instead he had to work seven days a week. The prize-fighter became an actor, earning something better than fifteen dollars a minute.

His acting took from 400 to 480 minutes a week. True, that makes only seven or eight hours; but those minutes were scattered through the afternoon and evening, effectively killing much of Tunney's time. He appeared in a sixteen-minute act four times a day, on five days of the week. Where Sabbath vaudeville was permitted,

and on Saturdays and holidays, he appeared five times a day.

It appears therefore that American audiences have a craving to see champions on the stage, which means that there is money in it. Nevertheless, the showmen who plan to satisfy our curiosity groan at the prospect. There is so little to be done with a champion on the stage, because a man who can box is not necessarily an actor.

However, the men who invent acts for title-holders turn rapturous eyes ceiling-ward at the recollection of one athletic star—meteor, rather—who flashed across the theatrical firmament awhile ago: Luis Firpo, the Argentine heavyweight.

Firpo did not win the title. He could speak not a word of English. There was nothing to be done with him but show him, so that his act was about as lively as a shaggy buffalo long held captive. Introduced, he glowered into the auditorium, silent, looking much like his nickname, "The Wild Bull of the Pampas." But he fired the imagination. Richly dressed women crowded the box-office. Jewels flashed and sparkled. Showmen watched



FAR FROM THE CHANNEL WATERS

Gertrude Ederle, first woman to swim the English Channel, is made up for a moving-picture by Bebe Daniels, the film actress.

a Broadway house filling to capacity with a quality audience. Firpo had a fortune in his grasp—and cast it aside. He had to go back to the Argentine, he said, and his barnstorming lasted but a few days. This is still regretted in offices along Broadway, for he had set a new record in drawing patrons and dollars into vaudeville houses.

If athletic barnstorming has grown to big-business proportions, its manners have also changed. Formerly a new champion who wished to pick up money between fights made a grand tour of the country. He appeared in theaters, in halls, and in the open, offering to take on all comers. A money prize was offered for the challenger who could stay two or three rounds. Usually the champion knocked out three or four men in as many rounds.

But since he had broken training, he was occasionally hard pressed. Once at least a certain title-holder who shall be nameless saved his "good name" only through valiant thinking. Facing defeat, he maneuvered his opponent against the back-drop. There was an unexplained bulge in the scenery, and the amateur challenger dropped senseless in his tracks. The title-holder had

been saved by a back-stage assistant, armed with a lead pipe, who had administered the knockout.

Athletic barnstormers of the next generation went in for "art." They became "legitimate" actors, appearing in lurid dramas of action and danger. These playlets reeked of villainies. It was necessary that there be not one, but many villains, for the climax of these "dramas" came in one mad scene in which the hero—the world's champion—burst into a criminal den to batter senseless ten men at once. Then, of course, he rescued the beautiful maiden. It was very effective. Audiences liked it, and asked for more.

This kind of troupe usually got 60 per cent. of the box-office receipts, the remainder going to the theater. Of the troupe's share the hero might get a quarter or more. Thus a title-holder might collect fifteen or twenty cents from each dollar paid in.

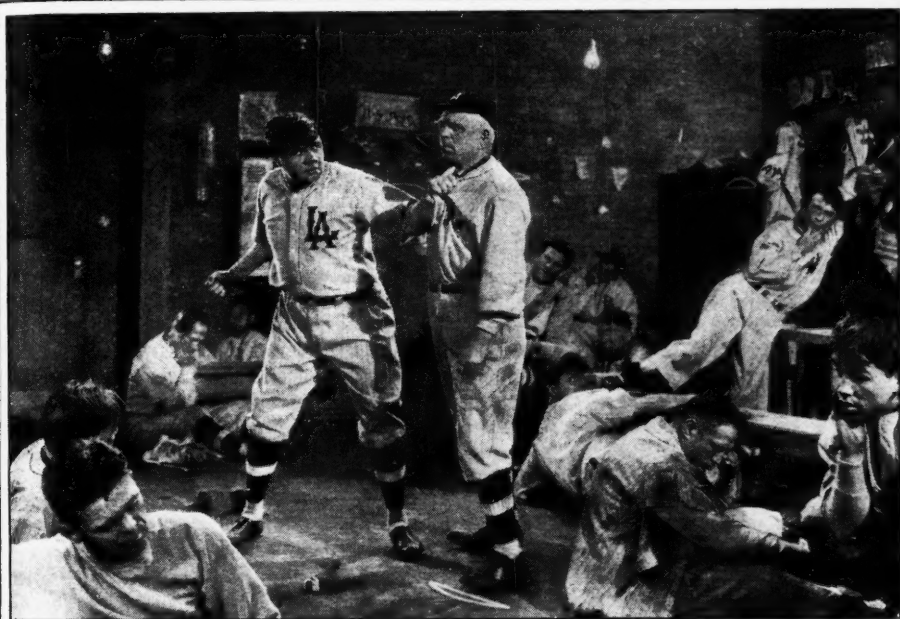
The hero usually had to be written in as a strong, silent man, because many fighters whose heads were full of ring cunning could not memorize. Jeffries and Sharkey, who starred in melodrama, were quick and frequent forgetters. But not Dempsey. As one of his dramatic trainers remarked, "He put in every comma and semi-colon." Gene Tunney, on the other hand, began his stage career in some embarrassment, though



THIS IS A FOOTBALL PLAYER

"Red" Grange in a scene from "One Minute to Play."

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THE HERO OF THE DIAMOND BECOMES THE HERO OF THE DRAMA

"Babe" Ruth, famous hitter of home runs, vanquishes the villains of a moving-picture melodrama.

with a good memory. After a week or so he began extemporizing his patter.

The old-time wearer of the heavyweight belt, who met all comers on the stage, might earn a few thousand dollars in a winter's tour. The strong-armed champion of innocence who knocked out ten villains might get a hundred a night. And the "artist" of vaudeville might be paid as much as a thousand dollars a week for a short season. But for several months last winter, when Tunney got his pay envelope of a Saturday night, he found in it seven thousand dollars.

That was the high figure of the last season, but not the high figure of all time. In 1924 Jack Dempsey, then champion, got ten thousand dollars a week. Ask Broadway why, and Broadway will reply, first, that Dempsey had "a million dollars worth of publicity," which Tunney had not; and second, that he is interesting even if he does nothing but sit still. He is dynamic; he has a vital personality, a box-office appeal. Some showmen declare that Jack Dempsey, even when considered a "has-been," would have drawn larger crowds than Tunney, the title-holder. It is the firm belief of these authorities that audiences

prefer a killer—Firpo, Dempsey, or the next man-eater who hammers his way to fame.

Yet we like also a winning personality. There is the so-called "orchid man" of France, Georges Carpentier, who flashed brilliantly across the American pugilistic horizon some years ago—and subsequently lost much of his fistic glamour. Nevertheless he went barnstorming in California last fall, and in four weeks made almost a French million—\$25,000, which was then about 850,000 francs.

Now, prizefighters are not the only ones who can do this. Some of us asked, "Why swim the English Channel?" It was a feat, and meant a sort of fame, we thought; but how could it pay? Those who doubted had not realized what a business barnstorming by title-holders had become.

One hundred thousand dollars was dangled before Gertrude Ederle when she landed in New York after swimming the Channel. She was to get five thousand a week for twenty weeks, and refused it. On the east side of Longacre Square in New York City, where the biggest chain theater magnates have their lairs, one hears grumblings because she let a lawyer handle her business, instead of some theatrical



THIS IS A POLE-VAULTER

Charles Hoff, former champion pole-vaulter, appears on the vaudeville stage as a dancer.

man who knew the value of catching a popularity wave at its crest. Certainly the lawyer let Mille Gade Corson swim the Channel, get back home, and onto the stage before Miss Ederle signed.

However, she collected ten thousand dollars in seven days at Atlantic City and the Philadelphia Sesquicentennial. Later she signed for vaudeville at six thousand dollars a week, taking along the well-known swimmers Helen Wainwright and Aileen Riffin. Even Mrs. Corson, the second woman to swim the Channel, cashed in thirty-five thousand dollars in ten weeks. And Clarabelle Barrett, who didn't get across at all, was good for a thousand-a-week contract.

Even a long-distance walker has been made into an exciting vaudeville act. George N. Brown, Olympic champion, put on a walking race in a treadmill, giving a girl partner a handicap, and brought his audiences to a high state of excitement. Nor did he do this for nothing!

Moreover, William Tilden last winter laid down his tennis racquets, put away thoughts of southern tours, and devoted himself to the stage for a "legitimate" engagement. At least half-a-dozen bicycle riders have been signed to appear behind

the footlights. Pool players have shown their skill in the theater while a gigantic mirror reflected the niceties of their shots. And of course "Babe" Ruth, who has seventy-five thousand dollars and more as his encouragement for fifteen weeks of labor on the baseball diamond, continues to star in vaudeville.

By carrying a football cleverly, by turning movie star, and by being well managed, "Red" Grange climbed to financial heights. This was perhaps to be expected, but it was a surprise to find that a woman tennis star could reach similar altitudes in a season of four months. It was announced, too, that Vincent Richards, who probably would have been the ranking American tennis player of the year if he had not turned professional, had a thirty-five-thousand-dollar guarantee for his first show-tennis season. Mary K. Browne's minimum was thirty thousand dollars, whereas Suzanne Lenglen's contract called for sixty thousand dollars and 50 per cent. of the net proceeds.

In the world of business there are few men whose abilities earn them annual salaries of a hundred thousand dollars or more. But there are already several in the realm of sport who have reached this figure. Mlle. Lenglen is one, since her play in forty American cities netted her one hundred thousand dollars. Doubtless "Red" Grange has achieved this select circle, as well as Jack Dempsey, Gene Tunney, Gertrude Ederle, and perhaps "Babe" Ruth. And it must be remembered that these stars of sport earn much of their income in a short winter season.

A few months ago an attractive young man appeared on a Broadway stage. He gave a college-boy dance, with a pretty girl as a partner, and proved so handsome that all the girls in the audience stared admiringly at his lithe figure. Then he vanished, to reappear in an instant wearing track trunks and jersey. A flash, and he had risen above a bar which to the audience seemed as high as the Singer Building. Another short run, an upward rush, and he had cleared the Metropolitan Tower. A third, and he was poised over the Woolworth Building, to drop to earth again. The audience sighed and sat back in relief. It was Charlie Hoff, then pole-vault champion. He had invented a new way of making hay in the winter-time.

The Uneasy Balkans

RUMANIA AND AUSTRIA FURNISH NEW COMPLICATIONS

BY FRANK H. SIMONDS

I. The Rumanian Succession

THE present month marks the beginning of the fourteenth year that I have without interruption reviewed events in the foreign field in this magazine. Beginning with an article describing the battle of the Marne, which had been fought in the preceding fortnight, I have commented upon all the subsequent drama. When this present number appears, I shall be at Geneva observing the events attending the Eighth Assembly of the League of Nations. In the following paragraphs, I am going to discuss Balkan events, which have again challenged world attention.

The death of King Ferdinand was in itself a catastrophe, for he had both been a wise king and performed a mission which could hardly be carried forward by any younger man. Unhappily, his death precipitated an enduring crisis, for his son, Carol, who in the natural course of events would have succeeded, had taken himself out of the running by a renunciation following a scandalous flight to Paris with a Rumanian woman.

The succession therefore passed to Carol's five-year-old son, Michael, in whose name Rumanian fortunes will be ruled by a regency for many years to come. But, although Carol had once resigned, the death of his father promptly brought from him a declaration that he meant to claim the Rumanian throne and was determined to force a contest based upon the allegation that his renunciation had been forced and was not a free-will decision.

The prospective contest would be a serious matter in any case; but in the complicated situation which exists alike in the domestic politics and in the foreign relations of the Rumanian kingdom, it may easily have almost immeasurable evil consequences not alone for the Balkans but for Europe as well. If the conditions of Europe

are materially different from those of 1914, when the assassination of the Austrian Archduke set the world aflame, there are still points of resemblance which are disturbing in the extreme.

Looking first at the domestic situation: The Rumanian State finds itself become almost a great power, with an area as great as Italy and a population two-thirds as large as that of the Savoy Monarchy at the moment when it at last achieved unity. If the great majority of the inhabitants are Rumanian by race, there is, nevertheless, not only a considerable minority—composed of Magyars, Slavs, and Bulgarians—but, in addition, a large Jewish population, which, as in Poland, constitutes a peculiarly difficult problem.

Like Poland and Jugoslavia, too, the new Rumania finds itself made up not merely of Rumanians accustomed to their own rule, but some millions who have for centuries been subjected to foreign domination. Thus in Transylvania there are nearly four millions of people who have been Hungarian subjects; in the Bukovina there are three-quarters of a million who have been Austrian; while in Bessarabia there are about three millions who have been Russian.

Manifestly, in any case the problem of assimilation would be grave and bound to be attended with difficulties. But these difficulties are accentuated because the Austrian and Hungarian Rumanians—like the Croats and Slavonians of Jugoslavia, and the Austrian and German Poles of Poland—have been accustomed to a far more efficient administration and much more modern laws than have obtained in the area inhabited by those who make up the ruling majority in the present state.

Rumania itself is almost exclusively a peasant state, which has been ruled by a very limited group of aristocratic families.

Representative government and parliamentary institutions, as we know them, are as yet just beginning. The mass of the peasants are not in the least politically conscious. Elections are largely a matter of form, and control seldom passes—indeed, it never really escapes—the hands of the ruling group.

Against this restricted control of the aristocracy of the old Rumania, the new citizens of the recently acquired provinces have been from the outset in arms. A small and hitherto unimportant minority of liberals in the old Kingdom have acquired a certain measure of political importance, since they have been affiliated with the progressive elements of the new provinces. Yet to-day, as before the war, Rumania remains in a few hands and is actually dominated by the Bratianu family.

One exceedingly wise step was taken by the ruling class after the war. The land was divided, the great estates were broken up more completely than in any of the Succession States. In this respect Rumania has gone much further than either Poland or Hungary. But there has been as yet no corresponding democratization of the political machinery.

The approaching death of the old King pushed the Bratianus to systematic and complete preparations. A general election, operated according to the usual method, gave them complete control of Parliament. Following Ferdinand's death, a number of regents were named whose subserviency to the Bratianu interest has been recognized on all sides. Power beyond challenge rests for the moment in the hands of this family and their able and influential associates.

II. Foreign Consequences

But if the domestic situation in Rumania is tangled and difficult, it is in the foreign field that the Rumanian element is most important for Europe. As a neighbor of Russia, Rumania divides with Poland the dangerous honor of holding the gateway to the west by which Soviet offensives might advance. Moreover, between Soviet Russia and Rumania there even now persists the territorial dispute over Bessarabia.

This great province, lying between the Dniester and the Pruth, containing nearly two millions of Rumanians, who make up

In the very nature of things, however, since the Bratianus control and have firmly ruled against any return of Carol, he must become the candidate of all the dissatisfied elements. If this is not a grave danger to Rumanian quiet at the moment, it is clear that the menace may easily mount with the passing of the long years which must intervene before the young Prince Michael reaches maturity.

And in a measure, Carol also becomes the representative of the new Rumania. It is difficult to find in the rather unattractive career of this young prince any evidence of strong liberal or radical sympathies. On the contrary, it is reported that he looks to Rome rather than to London or Paris for inspiration, and prefers the Fascism of Mussolini to the parliamentarianism of western democracies.

Nevertheless, the opposition, being liberal, is bound to take advantage of the contest over the succession. Carol becomes an admirable center about which to intrigue. Dissatisfied elements are bound to increase, and it is not difficult to imagine that sooner or later we shall see what is only a passive claim transformed into an active effort to seize the throne.

All this creates a condition of uncertainty and unrest, and must cripple the development of the new Rumania. In itself, this new Rumania has all the elements of political and economic prosperity. With great natural wealth, vast agricultural possibilities, and a rapidly increasing population, it might easily become, if not a great power, at least one of the countries of middle stature—like Poland and Czechoslovakia—whose influence in Europe would be considerable.

the majority of the inhabitants, was Russian from 1812 to 1918 save for the brief interlude when a small portion was assigned to the Rumanian State at its inception. But, taken at the request of its local assembly and united to the Rumanian Kingdom, it became at once, not merely for the Bolsheviks but for all Russians, a "lost province." And Moscow has never ceased to claim sovereignty.

With the passing of years, Rumania, sharing with Poland the same Russian problems, has joined its northern neighbor



F
Austria
disappe

in a defensive alliance against Russia, which binds Poland to defend Rumanian title to Bessarabia as Rumania is bound to defend Polish frontiers in all the region from the Niemen to the Dniester, frontiers which are also challenged by Russians. But Poland is the ally of France, and this brings Rumania into the French system of central Europe.

Menaced by Russian aspirations on the east, Rumania is not less threatened on the west by the determination of all Hungarians to recover Transylvania and the Banat. In the face of this threat, Rumania has joined with Czechoslovakia and Jugoslavia in the Little Entente, which has for its purpose the maintenance of the frontiers created by the Treaty of Trianon, which partitioned the old Hungarian State. And the Little Entente has been one of the important elements in the European situation since its creation.

On the south, too, Rumania faces a danger which, as the events of 1917 showed, may easily be serious. When Russia took



SOUTHEASTERN EUROPE FIFTEEN YEARS AGO

The Dual Empire of Austria-Hungary dominates the map, with Turkey next in size. Serbia, then insignificant, now is the backbone of Jugoslavia.

the Rumanian fragment of Bessarabia after Plevna and Slav triumph in the Turco-Russian War, the Congress of Berlin assigned to Rumania in place of this territory the larger portion of the Dobrudja, lying on the south bank of the Danube and between that river and the Black Sea. This cession gave Rumania direct access to the Black Sea and, in Constanza, a valuable seaport, now become Rumania's great port.

But this province had always been a part of the dream of the Bulgarian peoples, who looked forward to liberty and unity. Bulgarian resentment over the loss of Northern Dobrudja was vastly accentuated in 1913, after the First Balkan War, when Rumania intervened in the Second and insured the ruin of all Bulgarian aspirations by occupying Bulgarian territory while the Bulgar armies were fighting the Greeks and the Serbs. As reward for this intervention, Rumania took another slice of the Dobrudja, including the river port of Silistria.

As a consequence, during the World War, when



PRESENT BOUNDARIES IN SOUTHEASTERN EUROPE

Austria and Hungary have become small powers. Turkey-in-Europe has almost disappeared. Rumania is greatly enlarged. Important new nations appear on the map as Jugoslavia, Czechoslovakia, and Albania.

Rumania entered on the Allied side, Bulgaria joined the Germans; and it was from Bulgarian soil that Mackensen launched the fatal drive which insured the ruin of Rumanian armies. In the German-made Treaty of Bucharest, which ended the Rumanian struggle, Bulgaria for a brief moment regained all of the Dobrudja. But, with the German defeat in 1918, the Bulgarians were obliged to abandon all again, and the frontier to-day exists as it was made in 1913.

Russia, Hungary, and Bulgaria remain hostile to Rumania. Anything which may serve to weaken the state, to postpone unification and real consolidation, serves the purposes of all. And all three have important minorities in the population of Rumania which can serve as the basis of activity and the center of intrigue.

So far I have dealt only with the direct problems of Rumania; but indirectly the Latin State is involved in the great struggle of interests which has been going on for several years in all the east of Europe, the conflict between French and Italian influence. And here one comes to precisely the condition which has been the enduring curse of the Balkans: the rivalry of great powers which has made these smaller countries nothing less than a field of intrigue and battle for many decades.

In the years immediately following the war, France, as the supreme military power of the Continent, was the single real guarantor of the *status quo* created by the peace treaties. The New Europe was based upon the French Army, and all the Succession States looked to Paris for guidance and defense. Not only Poland but the Little Entente saw in France the single strong friend, and French influence was dominant in Prague, Belgrade, and Bucharest as well as in Warsaw.

With the rise of Fascism, however, Italy began to play a considerable rôle. Italian policy, the underlying purpose of Mussolini, was to destroy French supremacy and create in its place an Italian hegemony in Southeastern Europe. Moreover, the chief aim of Mussolini was to destroy the Little Entente, in which France was a controlling factor, and Yugoslavia, Italy's Adriatic rival, an important partner.

Momentarily Mussolini was successful in detaching Rumania. The Prime Minister, Averescu, was Italianophile; he was a rival of the Bratianus, whose sympathy

with France had always been controlling. Moreover, by clever diplomacy, Averescu was able to get from Italy a recognition of the Rumanian title to Bessarabia, and this recognition automatically legalized possession. In return, Rumania accepted a somewhat blind but apparently innocuous treaty of friendship with Mussolini.

For a few months Europe regarded the Little Entente as broken, and Italian influence—which had been extended by a treaty with Hungary, celebrating the visit of the Magyar Premier to Rome—seemed to be replacing French. At the same time the disputes with Yugoslavia over Albania, growing out of the Treaty of Tirana, emphasized Italian activity. This treaty—signed at Tirana, the Albanian capital, in August, 1920—ended Italian occupation which had endured since the war but made Albania in fact an Italian protectorate.

But presently the Bratianus overthrew the Averescu cabinet, and their return to power was accepted on all sides as an evidence of the return of Rumania to the French orientation. At the same time, there was a visible consolidation of the ties of the Little Entente. Manifestly, however, the ultimate consequence must be an Italian effort to recover lost ground. And the line of least resistance must be the support of the contestant, Prince Carol, excluded from the throne by the Bratianu group.

Thus not only will Russian, Hungarian, and Bulgarian intrigue be directed toward overthrowing the present régime and preventing the consolidation of Rumania for directly national reasons, but, in addition, Italian diplomacy is bound to work steadily for the overthrow of the Francophile Bratianu régime and the substitution of Prince Carol, whose friendliness for Fascism is declared, and whose claims to his father's throne are vetoed by the Francophile Bratianus.

At the same time, Italian policy, blocked at Bucharest and having failed in the effort to detach Rumania from the French orientation, must inevitably drift toward the creation of some counter coalition, in which Hungary and Bulgaria are natural partners, and Albania a useful and even invaluable element. In this situation, Greece for many patent reasons would drift toward the Little Entente, and the Balkans of 1914 would be recreated, with France and Italy playing the dangerous rôles which formerly belonged to Russia and Austria.

III. Vienna, a Center of Disturbance

In the pre-war era the Balkans were commonly held to begin beyond Budapest; but nothing is more characteristic of the new Europe than the fact that the conditions which were once Balkan have extended to the southern frontier of Germany. In place of the old Hapsburg Monarchy, many states have appeared; and in these states much that was Balkan has become central European.

The recent riots in Vienna are disagreeable reminders of this fact. Here, as in the Rumanian case, the problem is twofold; there is the domestic situation which concerns the six or seven millions of people who inhabit what is left of the once great and proud Austrian Kingdom, and there is also the European problem which Austria constitutes.

As to the domestic conditions, they are relatively simple but not less insoluble to the present hour. Austria, aside from Vienna, is another Switzerland, not quite so rich but twice as large, a country of mountains and valleys, mainly given over to agriculture. But it has no cities to compare with Zurich, Lausanne, Geneva, or several other smaller but busy towns. Industrially it is little developed.

Vienna, on the other hand, was before 1918 a world capital, the center—not merely political but economic—of an empire larger in area than Germany, and in population than France. More than two million people lived in the city, which had been constructed by the Hapsburgs as a magnificent monument to their power, and adorned with beautiful public buildings, palaces, and parks.

Not only was Vienna the capital of an empire of fifty millions of people, it was at one time the gateway to the east and the economic and financial center of all South-eastern Europe. But, in a sense, it was a parasite; its greatness depended upon the permanent union of all the heterogeneous peoples and scattered provinces which through the centuries had come to the Hapsburgs. No inconsiderable portion of its population consisted of functionaries and dependents upon the court.

The treaties of peace swept away the political situation. In 1914 the capital of a great power of fifty millions of people, Vienna found itself in 1920 the capital of

a small State of less than seven millions of inhabitants. The court, the army, all the details of imperial grandeur were gone. An impoverished republic could not maintain the old magnificence. Moreover, if the political change had been tremendous, the economic was catastrophic.

Literally, Vienna became a frontier town; hardly twenty miles away, Czechoslovakia extended to the Danube at Bratislava, while the old Hungarian frontier, which had been invisible, became a new tariff wall. Still substantially undiminished in population, Vienna found itself without any of the circumstances which had led to its development and insured its former greatness.

In this situation, poverty and misery were inevitable. Nowhere in Europe were post-war miseries more intense, nowhere have they continued more steadily. The upper classes were condemned to slow starvation, and their ruin was hastened by the arrival of Socialist control in the city. All the slender revenues of the city were turned to enterprises designed to benefit the masses; even war-time regulations as to rents were preserved, which in practice deprived landholders and property-owners of even the most infinitesimal return on their estates.

To save Austria, the League of Nations presently intervened and through a financial mission undertook to rehabilitate the shaken financial condition. Little by little, Vienna did regain something of its importance as the banking and natural marketing center of Eastern Europe. But this slow recovery did not at any time keep pace with the needs; the population declined, the suffering endured; and except for Constantinople and Petrograd, Vienna was the deadest city in Europe.

Inevitably, social disturbances accompanied physical disorder. The Socialist government found itself faced by a national government which was conservative. In a vague way, the animosities which have always characterized the relations between New York City and the up-State region were repeated. And naturally, in a community where misery was so general, the influence of Bolshevik agents was considerable among the extremists of the Socialists, who constituted the ruling majority.

Out of this situation grew the riots of a few weeks ago, provoked by the slight sentence passed upon those who were accused of the murder of Socialists. Actually, the Socialists had thought only to have a monster parade of protest; but the situation escaped their control, and for a time the city was given over to disorder and the great court building was fired and burned.

Following the first hours of chaos, the local authorities were able to regain control of the situation and were driven to use harsh measures. Fortunately, not only was the trouble limited to Vienna, but in all the provinces there was a prompt response on the part of all classes of the population to assist in repression in the capital if necessary. The great majority of the Socialists were themselves terrified by what had happened and at no time was there real danger of anything approaching a revolution.

Nevertheless, it was inevitable that the measures taken to restore order should widen the breach between Socialists of the city and conservatives of the provinces. If the immediate dangers were successfully met and the Seipel cabinet displayed admirable courage and determination, one is still bound to conclude that the situation remains threatening.

It remains threatening not alone because of the political bitterness which has been accentuated by the riots and repressions, but even more because the economic evils

have not in any sense been surmounted. There are more people in Vienna than can find work. The creation of new States, the erection of fresh frontiers, have served to isolate and confine the ancient capital, to separate it from its markets.

Nor is there indication on any side that the neighboring states, Czechoslovakia, Hungary, or Yugoslavia, have any intention of modifying seriously the tariff laws which have been made to insure their own prosperity and to enable their own industrial centers to supply national needs. Certain modifications there have been, and these may be extended now that Prague, Budapest, and Belgrade perceive the dangers incident to a new disturbance in Vienna.

But all these minor alleviances can accomplish little. The hard fact remains that Vienna in its present proportions is superfluous. It is true that not a few well-informed observers assert that in part the plight of the city is due to the inability of the inhabitants to face the situation. The long-sustained conviction that the world owes Vienna a living has undeniably weakened the stamina of the people; they have displayed neither the capacity nor the will to do what was possible, and to this must be ascribed much of the difficulty.

Nevertheless, the fact remains that in its present situation Vienna is and must remain the center of disturbance, a dark spot on the map of Europe.

IV. Austria and Her Neighbors

All this would be bad enough were there no foreign complications; but, as in the case of Rumania, Austria is the center of many clashes of policy between many States. In the first place, there is always the question of *Anschluss*—that is, of the union of Austria with Germany. Ever since the German Revolution this has been the almost inevitable solution of the Austrian problem, and it constitutes one of the various purposes of present German policy.

But the union of Austria and Germany would not merely add 7,000,000 people and 30,000 square miles of territory to the German Reich, thus repairing all the losses of the war; but at one time it would practically surround Czechoslovakia with German territory and bring the new German frontier to the edge of Hungary and to the center of the chaos of Southeastern Europe.

For France, the expansion of Germany to 75,000,000 of inhabitants, against the scant 40,000,000 of France, would be an obvious menace. It would mean, too, grave immediate danger for Czechoslovakia, with its considerable German minority, and eventual ruin for Poland as well, since the Germans have never resigned their determination to recover their lost provinces of the east and suppress the Polish Corridor.

For Italy the danger would be hardly less great. Once at Vienna and on the Julian Alps, Germany could hardly fail to look toward Trieste, anciently the chief outlet of Austria upon the sea. Moreover, since Italy has annexed German-speaking populations in the Upper Adige and the protest of Germans within the Reich has already produced bitter recriminations, such an extension of German frontiers would raise

the old issue of the Brenner. Most of the gain of the war for the Italians, which lay in the extinction of the great Hapsburg Monarchy and the substitution of a group of weaker States, would be abolished if Germany came to Vienna.

For France and Italy both, too, this German advance would inevitably mean the extinction of their influence in the center and east of Europe. Certainly Hungary would become the ally of Germany again, since German and Magyar hostility to Czechoslovakia would supply a basis for common action. Bulgaria, like Hungary, would look to Berlin for aid in recovering lost provinces alike from Rumania and from Yugoslavia.

In a word, the arrival of German power at the Middle Danube would instantly throw the whole Paris settlement into the melting pot. And, to a degree, it would reopen the way for the creation of that *Mitteuropa*, which was one of the war aims of the Hohenzollerns and was almost realized for a short period during the war.

One might fairly assume that for the present there would be no real German threat; Germany desires peace even more than her opponents of the war. For the time her penetration would be economic and financial rather than political. Yet it is very hard to see how, in the end, given the German genius for organization, she could fail to gain a complete economic hegemony and a controlling political influence all the way from the Baltic to the Adriatic and the Aegean.

Despite all the sympathy lavished in certain quarters upon both the Germans and the Austrians for the forcible denial in the peace settlement of this *Anschluss*, which seems a detail in the general system of self-determination, it is not less true that in Austria there is no real enthusiasm for the union and in Germany there is not a little open opposition.

The Austrian has never liked the Prussian, whom he regards as an uncivilized martinet. He fears that entrance into the Reich would mean the substitution of a harsh and systematic control for the more or less easy yoke of the past. He has no real racial sentiment in the matter. Frankly he would prefer independence were it to be accompanied by prosperity, but for him the argument for *Anschluss* rests upon the foundation of a conviction that there is for him no other way to live.

In Germany the situation is rather novel. It is not the Nationalists who urge *Anschluss*, although for obvious reasons they take advantage of the denial of the principle of self-determination to indict their conquerors. Nationalist objection rests upon the fact that Austria is utterly republican. Were the union to take place, therefore, the Republican elements in present Germany would be reinforced by both the Socialist and Christian Socialist parties—that is, by the two considerable political organizations, the former joining the Social Democrats of Germany, the latter probably the Catholic Centrum.

Since at the moment Germany is equally divided between monarchists and republicans, the Austrian advent would break the deadlock and give decisive and enduring advantage to the Republicans. In addition, not only are the Austrians republican, but if they have little surviving loyalty to the Hapsburgs, they certainly would not support the Hohenzollerns. They would undoubtedly stand with the Bavarians against the restoration of the old dynasty.

Finally, Austrians are Roman Catholics and the religious question is important in Germany. At the moment the Protestants control, outnumbering the Catholics two to one. But the addition of seven million Austrian Catholics would enormously strengthen the Roman Catholic forces in the Reich and weaken the Protestant.

Thus, while it is easy to understand French apprehensions and opposition to *Anschluss*, it is not less clear that the ultimate effect of such a union between Austria and Germany might be to insure the permanence of the German Republic, materially reduce Prussian influence in the Reich, and contribute to accentuating domestic political difficulties and thus checking foreign adventures.

Nevertheless, in present time the union of Austria and Germany remains impossible. Just as certainly, no other solution has been discovered or is discoverable, which might abolish the danger which Austria in its present condition constitutes to European peace. Now, as before the riots, it is the center of Bolshevik intrigue, it is a point of collision between many opposing policies. Thus, not only has Austria become Balkanized, but European chaos, which before 1914 was more or less held at the Danube and the Save, has mounted to the Alps and the Bavarian boundary.

Mencken and His Aims

CONTROVERSIES usually arise in the attempt to apply principles to particular cases. The man who simply proclaims his devotion to principles, while avoiding the issues that put his maxims and theories to the test, may escape the wrath of opponents and may win praise from all directions. Mr. Henry Louis Mencken is a writer whose passion for truth and liberty in the abstract is only exceeded by his zeal for calling to account those who pursue practical objects that seem to him to be false or tyrannical. There are certain advantages in having established the journalistic reputation of complete courage to say what one pleases, regardless of popular convictions or prejudices or traditions. Mr. Mencken began his career as a writer and editor while very young, and experience has not seemed to make him err on the side of the soft answer that turneth away wrath.

Besides his connection with various periodicals, Mr. Mencken has been engaged in daily journalism at Baltimore for about thirty years, and he has written a number of books. He is a student of language, of literature, of politics, and of social tendencies. For the past four years he has edited the *American Mercury*, a periodical that has won no small measure of success, although it publishes things every month that irritate many people who are contented optimists, and who believe in the genuineness and value of the conventions and customs of our well-meaning American public.

We have asked Mr. Mencken to tell our readers what he finds to be his underlying convictions, and what are the main-springs of faith that govern his thinking and his contributions to current discussion. He has been good enough to comply; and we are glad to print (in the pages that immediately follow this introductory note) his essential creed as a contemporary worker in the field of public opinion. In his fight for liberty, he encounters tendencies, particularly since the Great War, that he believes to be unjust and oppressive.

Fortunately, his view of freedom is broad enough to admit the right of people who do not agree with him to fight for their own views. He opposes Prohibition in the name of liberty, while plenty of men of good reasoning faculties advocate it as conducive to freedom in the best sense. He holds that freedom was sacrificed to tyranny and prejudice and fear in the conduct of the Sacco-Vanzetti case in Massachusetts. There are many of us on the other hand who have been able to discover in that case nothing but a scrupulous attempt to render justice in accordance with law.

No one knows better than Mr. Mencken that—like G. B. Shaw in England—he writes a good many things which if taken in a detached way seem to be rather overstrained efforts at sheer flippancy and audacity. But Mr. Mencken's success as a whole is not that of a writer of buffoonery, but rather it is that of a master of pungent style who does not spare our shams and our hypocrisies. If he does not always do full justice to our hunger and thirst for righteousness, we may be sure he is not seeking to pull down the props of the temple. In short, he is not writing to make the worse appear the better reason, nor to uphold the evil as against the good.

Mr. Mencken's strictures are not those of the exotic foreign radical who is instinctively opposed to the settled order of things American. On the contrary, his standpoint is that of the citizen who has always known his neighbors and has his part and place in his own community. He continues to live in the house in which his parents brought him up. Essentially, he has the stability of his German ancestors, who settled in Baltimore, and of the Lutheran Communion, in which he was conscientiously reared. A citizen so solidly placed can afford to indulge freely in the luxury of wearing cap and bells and of jesting outrageously in a way that he regards as for the best interest of King Demos, whose loyal subject undoubtedly he will always remain.

A. S.

Testament

BY H. L. MENCKEN

IN THREE years I'll be fifty years old—a great age for an active journalist, as it would be for a June bug. Coming of a short-lived and somewhat impatient race—my grandfather was married at nineteen, my father was in business on his own at twenty, and I was the city editor of a big daily at twenty-three—I naturally doubt the actuarial promise that I still have a quarter of a century to go. Instead, I look backward and take stock, marvelling at the futility which is human life, and trying to disentangle a few fundamental and abiding superstitions from the vast mass of notions that I have been throwing into space since the dawn of the century—many of them borrowed, and the rest largely mere rhetoric. What do I believe, at bottom and immovably? I believe (and preach) three main doctrines, to wit:

1. That it is better to tell the truth than to lie.
2. That it is better to be free than to be a slave.
3. That it is better to have knowledge than to be ignorant.

These notions are banal enough, God knows, and it is hard (in theory) to imagine any rational man challenging them. But it is my experience that, for some occult reason or other, they are inordinately offensive to the overwhelming majority of Americans, and that anyone who essays to whoop them up among us is sure to acquire a considerable unpopularity.

In so far as I am heard of at all in the Republic—and I doubt that 1 per cent. of its people has ever heard of me, save maybe in the vague and uneasy way that they have heard of Confucius, Louis XIV and Allen G. Thurman—I now appear to enjoy that unpopularity. The clipping-bureaux profit by it immensely, to the damage of my heirs and assigns. Every week they send me huge packets of denunciations, remonstrances, expostulations. The master-minds of Rotary seldom unsheath their idealistic Excaliburs without taking a hack

at me (usually in company with Sinclair Lewis), and I seem to be one of the favorite hobgoblins of Fundamentalists and Prohibitionists, not to mention Christian Scientists and chiropractors.

I have been denounced on the floor of Congress by statesmen from the Bible Belt, and in blistering terms. The howlers dislike me and have tried to jail me. I have been barred from the mails. During the late War for Human Freedom I was on the suspect list of the celebrated Department of Justice, along with Sacco and Vanzetti, and one of my own partners was put to watching me. The evangelical Protestant papers charge me with favoring the Pope's scheme to put a Catholic in the White House, and the Catholic papers damn me for atheism and antinomianism. The Red-hunters put me among the Radicals, and the Radicals belabor me as an intransigent Tory. In Greenwich Village I am thwacked as medieval, and among college professors I am regarded as an anarchist. During the twelve months of 1926 more than five hundred separate newspaper editorials upon my heresies were printed in the United States, and at least four hundred of them were hostile.

Sober Platitudes Only

Yet so far as I can recall, I have not printed a single sober line in the past twenty-five years—I bar, of course, some obvious buffooneries—that did not fit snugly into one or another of the three platitudes I have recited.

All of this seems strange to me, though I have got used to it; my marvelling over the fact is often mistaken for indignation, a weakness that I permit myself very seldom, and never against ideas. It is, curiously enough, the second of my axioms that arouses the greatest repugnance and opposition. The whole swing of things among us is against every substantial form of freedom; it has been going that way ever since the Civil War, and especially since 1914.

This swing I object to, not on doctrinaire grounds, but as a matter of the baldest expediency. It seems to me that if anything is plain in this confusing world it is that human progress, in the highest and soundest sense, depends upon liberty—that men cannot function effectively when their functioning is conditioned. I am thus wholly in favor of the Bill of Rights, and only wish that it were wider in scope. I believe that its guarantee should be enforced jealously and to the letter, even at the cost of a considerable amount of folly and turmoil, even if a certain proportion of guilty men go free. I'd rather see a thousand bootleggers at large than one peacable and honest man molested in his inalienable rights. I'd rather, with Thomas Jefferson, see a revolution every fifty years than a government strong enough to ill-use even the humblest and most foolish of citizens.

Freedom Now Unpopular

But such notions are now unpopular in the Federal Union, and any man who merchants them must expect to be denounced as a public enemy. The American, once so proud of his liberty, now becomes a docile goose-stepper. He no longer has any private business, as he no longer has any castle; both may be invaded at will by any scoundrel wearing a badge. Worse, he is so far gone in pusillanimity that he makes a virtue of his ignominy, and is against any man who comes to his succor. Mention the Bill of Rights to-day, and you are at once suspect; in some States it becomes a downright crime.

This spectacle disquiets me, but I should add at once that it also amuses me. To find its equal in human history one must rise from the actual to the purely hypothetical. That is, one must try to imagine Bismarck jailing men for being in favor of the Prussian monarchy, and the Bolshevik hanging men as Reds. If the Bill of Rights is not the foundation-stone of the American scheme of things, then the Sermon on the Mount is not the foundation-stone of Christianity. But both, in the United States, have succumbed to a perverse and paradoxical rabbinism. The chief Christians of the land—I take them at their own valuation—would be compelled, by their appalling logic, to jail Christ at sight, and the chief patriots, official and unofficial, make it a cardinal

article that to talk of freedom is to talk of treason.

Here is the essence of comedy, and I enjoy it pleasantly, and do what I can to point up its salient humors. The American show, in fact, is precisely to my taste, and so nothing is ever heard from me about departing for fairer scenes. When I was younger and full of hormones it used to irritate me to observe the thing known throughout the world as American hypocrisy; I thought it a discredit to an otherwise worthy people. But as I slowly oxidized I began to see that this hypocrisy was necessary, lest life among us become impossible.

The American is no realist, but a soaring romantic; he cannot bear the harsh facts. So in order to escape them he must gild them and disguise them. Badgered by Prohibition blacklegs, he invents the doctrine that it is the good citizen's duty to obey the law, however insane and oppressive it may be. Confronted by a Sacco-Vanzetti case, he swallows a gross and palpable injustice in order to get rid of a fear and be able to sleep of nights. Governed by a camorra of obvious rogues and mountebanks, with a vacuum at the head of the state, he consoles himself by converting them into imaginary supermen, and by making it heresy to laugh at them.

"American Hypocrisy"

All this, as I say, entertains me in a way befitting my tastes and station in life. The efforts of the Rotarians and Kiwanians to prove that a realtor is an idealist and the investment securities business a form of Service—these efforts delight me, and so do the attempts of the American Legion to enforce the dogma that the United States engaged in the late war for altruistic purposes. I am charmed by the Klan, and feel a glow in my heart for the Anti-Saloon League: both have served me as bootleggers serve Federal judges. The Methodist Board of Temperance, Prohibition and Public Morals is one of my favorites, and if it were put down by the common hangman to-morrow I'd imagine it, and keep on enjoying it. I go further: I am a partisan of the D.A.R., the W.C.T.U., the Y. M. C. A., the National Civic Federation, and the Comstock Society. All of these great organizations, in their several ways, have lightened the burdens of my journey through this sorry vale.

But to enjoy them is one thing, and to say that they are useful, or necessary, or honest is quite another. I don't believe that they are, and much of my time is devoted to announcing that doubt. There have been times, I suppose, when I have announced it with gratuitous harshness, but there has never been a time, I am convinced, when I have gone beyond the plain letter of the record. In brief, my conscience is clear, if a man long resigned to Hell may be said to have one. So far as I am aware, I have never uttered a single word, in serious controversy, that was not safely true. My sin, indeed, has not been a yielding to exaggeration but a weakness for platitude. I have labored the obvious cruelly, after the manner of controversialists at all times and everywhere.

Inalienable Rights

But a forthright manner, however sound its grounding in platitude, is not popular in a land of compromise and euphemism, and so I am frequently denounced for intolerance. This charge, it seems to me, flows out of a conflict of opinion regarding the nature of liberty, and especially of free speech. I am myself in favor of liberty absolute and unrestrained, up to the extreme limit of human endurance. If any proposal were made to put down the Anti-Saloon League by law I'd be against it, and if the power were in my hands I'd certainly stop its execution. But it is my belief that the inalienable right of the Anti-Saloon League to exist and function gives me an equally inalienable right to challenge and denounce its acts, so long as I keep within the bounds of common decency.

The American doctrine, I believe, is quite different. It does not admit that the Anti-Saloon League has any inalienable right to exist. It holds, on the contrary, that the existence of any such organization or institution is a mere matter of grace—that any transient majority, or any minority come to transient power, may put it down at any time, for any reason or no reason at all. But it holds further that so long as any such organization or institution exists by grace its *bona fides* should be accepted as a matter of course—that challenging it is a grave indecorum, and ought to be discouraged.

Here I can not follow the orthodox American. It seems to me that his defini-

tion of liberty is too narrow. All the thing amounts to, as he sees it, is a sort of license—not infrequently, in practise, a license to perform anti-social acts, but still only a license. I dispute that view, and with loud bawls. Liberty is something in itself, a *Ding an sich*. Neither Government nor public opinion has any right to condition it. If I am not free to say precisely what I think, in any seemly terms that occur to me, then I am not free at all.

All this seems so obvious to me that I can scarcely imagine a rational man disputing it, yet it is disputed every time a 100 per cent. American addresses his fellows. Such societies as the American Legion, the National Security League and the various organizations of Babbitts seem to be devoted almost wholly to denying it, and to trying to put it down as treason. The fact often subjects me to excessive inconvenience and greatly diminishes my value as a citizen of the Republic.

I collide with it every time I venture upon the pleasant business of refuting and denouncing Radicals. These Radicals, though they amuse me, also fatigue me: their reasoning seems to me to be full of holes, and I have grave doubts about the honesty of many of them. Thus it is an agreeable business to belabor them, and to it I have given over hundreds of articles and no less than two complete books. But every time I undertake it I am diverted by the endless raids upon their plain rights. How can I aim my blunderbuss at them while some American Legion blackleg or ambitious chief of police or knavish agent of the Department of Justice is trying to silence them by force? I not only want to hear them myself, in order to get material against them; I believe that they have an inalienable right to be heard. Thus much of the time that I'd like to devote to defending capitalism against them has to be wasted in defending them against the assaults of the gunmen of capitalism.

Suspected as a Radical

The consequences are often extremely humorous. I am, in the easy American manner, assailed as a Radical myself. My name, in fact, is on all the lists of suspects that executive secretaries of enlightened self-interest prepare for alarmed bank directors and Ford agents. Even some of the Radicals, unable to think save in American terms, begin to embrace me as one of

them—but not, I am glad to say, many of them. My prejudices here are very sharp. I enjoy all sorts of uplifters, but contact with them is not to my taste.

What I argue for is simply the abandonment of the whole imposture of 100 per cent. Americanism, which gathers within its fold every variety of fear, cowardice, imbecility and false pretense. It is cheap, nonsensical, and dangerous to civilization. Its advocates are immensely stupid, else they would see that dragooning men is a sorry way to win their hearts, and that even the truth ceases to be true when it is propagated by force. I am in favor of capital punishment, as I am in favor of capitalism, but it seems clear to me that butchering Sacco and Vanzetti was a colossal folly. It was the act of men in a panic of fear; the motive behind it was obviously a desire to put down heresy. But its sole effect is to give heresy the glamour of the heroic, and to make the executioners ignominious and ridiculous.

Fear and Trembling

No man can be dignified so long as he is afraid, nor can any people. We have in this country too much trembling. We are, as Wendell Phillips once said, too horribly afraid of one another. Millions fear the banalities of Darwinism; more millions fear the Rum Demon; yet more shake whenever they think of the Bolsheviks, those tragic comedians. The organization of such fears becomes a leading American industry; the Government itself engages in the business wholesale. How many policemen do we support? Count in the hordes of Federal spies and *agents provocateurs*, the great gangs of Chamber of Commerce Red-hunters, the marching hosts of W. C. T. U. smellers and snouters, the watchers at the ports, the censors of books, plays and movies, the endless brigades of Klan regulators, the Methodist prowlers, the Baptist guardians of the sacred vessels—certainly it must run to a corps unmatched in any civilized country, ancient or modern.

The national mentality becomes that of a police lieutenant, with overtones of a fugitive from justice. Liberty retires endlessly to new Hindenburg lines, and abandons them as soon as they are occupied. It becomes the official dogma that a good citizen does nothing without permission,

and thinks nothing that is not thought unanimously. The old categories of true and false disappear from the American metaphysic, and in place of them there are only categories of right and wrong. It is right, it appears, to spy upon a neighbor; it is wrong to take a bottle of wine to a sick friend. It is right to support palpably prejudiced and incompetent judges; it is wrong to argue that men accused of capital crimes should have fair trials. It is right to applaud the buncombe of donkeys in high office; it is wrong to deride their donkeyism. It is right to be respectful to a theology that was stale two thousand years ago; it is wrong to believe in the Bill of Rights.

"One Hundred Per Cent."

Let us face the plain fact that all this is evil. The easier it seems now, the more bitter will be its fruits hereafter. No good, in the long run, can come out of forbidding men to state their honest opinions, fully and even foolishly. No good can come out of harassing them with oppressive and extravagant laws, against their peace and consciences. No good can come out of supporting biased judges, cowardly and dishonest law-makers, numskull Presidents. It is an evil thing to believe in nonsense, however virtuously. It is an evil thing to honor ignoramuses and mountebanks. It is an evil thing to be always afraid. I confess that I do not like cowards; perhaps that is why 100 per cent. Americanism lies outside my reach. I observed the American people in 1917 and 1918, reduced to a frenzy of fear by a public enemy three thousand miles away, and obviously quite unable to deal them a blow. I have watched whole sections of them trembling at thought of the Pope.

To-day I see the men of money among them, entrenched and buttressed as no men of money ever were in this world, stampeded and run amok by the mouthings of half-witted soap-boxers. It is, in its way, a comic spectacle, but it has its unpleasant elements. Venturing to have at it with mocking, I have got the usual reward. But I think I may say without affectation that I desire no other. My weakness, like that of all other literati, is a vast self-sufficiency. I have no appetite for the good-will of those I don't respect.



As Mencken Sees It

DEMOCRACY

No American, no matter how sharp his critical sense, can ever get away from the notion that democracy is, in some subtle and mysterious way, more conducive to human progress and more pleasing to a just God than any of the systems of government which stand opposed to it.

THE REVOLUTION

The American colonists, in revolt against a bad king, did not set up a good king; they set up a democracy, and so gave every honest man a chance to become a rogue on his own account.

RELIGION

It is not by accident that Christianity, a mob religion, paves heaven with gold and precious stones, *i.e.*, with money.

PURITANS

The Puritan always swears a bloody oath that he will never do it again. The civilized man simply resolves to be a bit more careful next time.

POLITICS

Politics becomes the trade of scaring it (the majority) half to death, and then proposing to save it.

THE UNIVERSE

Coda: 1. The cosmos is a gigantic fly-wheel making 10,000 revolutions a minute.

2. Man is a sick fly taking a dizzy ride on it.

3. Religion is the theory that the wheel was designed and set spinning to give him the ride.

TOLERANCE

The thing I always have to decide about a manuscript offered for publication, before ever I give any thought to its artistic merit and suitability, is the question whether its publication will be permitted—not even whether it is intrinsically good or evil, moral or immoral, but whether some roving Methodist preacher will read indecency into it.

THE PRESIDENCY

The head of the state tends to become a vacuum simply because, with both parties split into irreconcilable factions, especially over Prohibition, it is impossible for a man of any force and independence of character to get the nomination.

NEWSPAPER EDITORS

When I speak of newspapers, of course, I speak of concrete men, their editors. These editors, under democracy, constitute an extremely powerful class. Their very lack of sound knowledge and genuine intelligence gives them a special fitness for influencing the mob, and it is augmented by their happy obtuseness to notions of honor.

LITERARY MORALS

A novel or a play is judged among us, not by its dignity of conception, its artistic honesty, its perfection of workmanship, but almost entirely by its orthodoxy of doctrine, its plitudinousness, its usefulness as a moral tract.

MEN

The vast majority of men are responsive only to emotions, and their emotions are all elemental—the emotions indeed, of tabby cats rather than men.

AMERICANS

We are the most moral race in the world; there is not another that we do not look down upon in that department; our confessed aim and destiny as a nation is to inoculate them all with our incomparable rectitude.

CHARITY

The immense development of public charity in the United States has yet to find adequate analysis and record. What lies under it, I dare say, is simply the fact that the plutocracy of the Republic, having had more experience with democracy than the plutocracy anywhere else, has attained to a higher skill in dealing with the proletarian. He is never dangerous so long as his belly is filled and his eyes kept a-pop.

NEWSPAPERS

There are not a dozen American newspapers to-day with any more personality than so many sardines out of a can.

PURITANISM

Puritan legislation, especially in the field of public law, is a thing of many grandiose pretensions and a few simple and ignoble realities. The Puritan tries to convince himself (and the rest of us) that its aim is to work the other fellow's benefit against the other fellow's will. . . . The Puritan's actual motives are (a) to punish the other fellow for having a better time in the world, and (b) to bring the other fellow down to his own unhappy level.

POLITICS

The science of politics under democracy consists in trading with the people, *i. e.*, in hoodwinking and swindling them. The bargaining is conducted to the tune of affecting rhetoric, with music by the choir, but it is as simple and sordid at bottom as the sale of a mule.

ONE HUNDRED
PER CENT.

The campus Nietzsche, at thirty, begins to feel the suction of Rotary; at forty-five he is a sound Mellon man.

AMERICAN
LITERATURE

There is not the slightest sign that the art of letters in the United States has kept pace with the prosperity of the literary trade. . . . It has become so easy to sell second-rate work, and at vast prices, that the old incentive to do first-rate work has slackened."

WAR

War is the only sport, so far as I know, that is genuinely amusing. And it is the only sport that has any intelligible use.

THE UNITED STATES

Either [England or the United States] could be wiped out utterly, and it would still be possible to buy Ford parts, Bibles, oil stocks, canned salmon, union suits, First Folio Shakespeares, hair tonics, books on sex hygiene, diamonds, coffins, dice, dog soap, glass eyes, and all the other great blessings of our Christian *Kultur*.

H. L. MENCKEN

Catechism: Q. If you find so much that is unworthy of reverence in the United States, then why do you live here?

A. Why do men go to zoos?

Leading Articles

Science ~ The Nation ~ Foreign Affairs ~ Persons

Science Confirms the Darwinian Theory

SIXTY-NINE years ago two men, Sir Charles Lyell and Sir Joseph Hooker, left with the Linnean Society of London a package that looked like an ordinary lot of manuscript. It was; but it was also a bundle of high explosive, so powerful that it tore mankind loose from the bedrock of tradition it had rested on during more than two thousand years of history. For that manuscript contained the first conclusions of the scientists, Alfred Russel Wallace and Charles Darwin, on evolution.

Darwin later published books elaborating this theory, and what he wrote wrought a revolution. Much of the world has long since accepted the explanation of the descent of man, called the Darwinian theory, though here and there, as in the southern United States, many persons still spurn it as religious heresy.

An attempt to appraise dispassionately the present validity of the Darwinian theory, to settle if possible whether monkey and man have a common ancestor, was made by Sir Arthur Keith, new president of the British Association for the Advancement of Science, in his inaugural address at Leeds, last month.

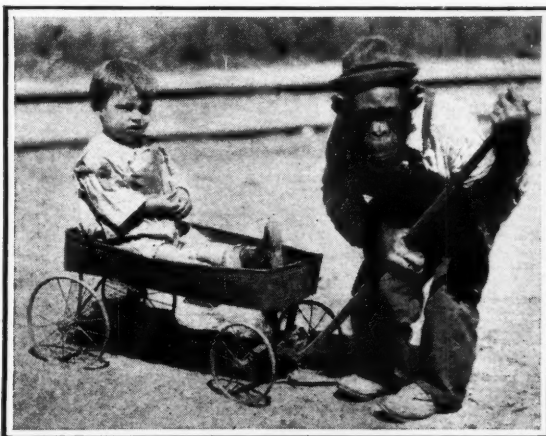
Sir Arthur's position and his standing as an anatomist and authority on the descent of man give his conclusions the highest scientific sanction. Many pages left blank in Darwin's record have been filled in by the intervening years of research, Sir Arthur reports. Others have had to be rewritten. But these were not essential, and in the main the Darwinian thesis stands buttressed more firmly than ever. Overwhelmingly the evidence of science affirms that man is descended from the anthropoids.

One of the old evolutionist conceptions which has had to be modified was the idea that fossils would show an uninterrupted progress from the ape to man—that a neat series of skeletons could be found proclaiming

man's growth to his present high estate. Just as now there is a red man, brown man, yellow man, and white man, Sir Arthur points out, so it was with the anthropoids of the past. They were not only different races, but actually different kinds of men. This diversity has persisted, and therefore, "to unravel man's pedigree, we have to thread our way not along the links of a chain, but through the meshes of a complicated network."

The crucial chapters of Darwin were those dealing with the history of man's brain. Thousands of anatomists have searched deep into this question, and their finding is that the difference between the human brain and that of the gorilla or chimpanzee is not one of kind, but only of capacity. So it is with blood, for that of man and that of the anthropoid apes give like reactions, where that of no other animal does.

Chief of those pages in Darwin's record which were left blank are those which should explain variations between one man—or ape—and another. Here Sir Arthur compares the origin of variations in life to those produced in an automobile factory. There they are comparatively easy to observe in the making, for one has merely to visit the factory and watch

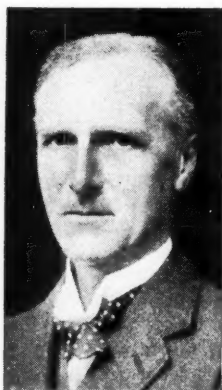


HAVE THEY A COMMON ANCESTOR?

Considerable attention was attracted when at the annual meeting of the British Association for the Advancement of Science, in September, the Darwinian theory of evolution was reaffirmed.

the mechanics at work, and to inquire what is happening in the designer's office. But it is different in the workshops of nature where living things grow:

"We have to conceive a workshop teeming with clustering swarms of microscopic artisans, mere specks of living matter. In one end of this factory we find swarms busy with cylinders, and as we pass along we note that every part of a car is in process of manufacture, each part being



SIR ARTHUR KEITH

the business of a particular brigade of microscopic workmen. There is no apprenticeship in this factory, every employee is born, just as a hive-bee is, with his skill already fully developed. No plans or patterns are supplied; every workman has the needed design in his head from birth.

"There is neither manager, overseer nor foreman to direct and coördinate the activities of the vast artisan armies. And yet if parts are to fit when assembled, if pinions are to mesh and engines run smoothly, there must be some method of coördination. It has to be a method plastic enough to permit difficulties to be overcome when such are encountered and to permit the introduction of advantageous modifications when these are needed. A modern works manager would be hard put to it were he asked to devise an automatic system of control for such a factory, yet it is just such a system that we are now obtaining glimpses of in the living workshops of nature."

But even though researchers are learning more and more in embryology, their work has only begun. Other sciences, too, have filled and are filling in the gaps which Darwin had to leave. A famous example is Prof. E. H. Starling's explanation of how the functions of various glands determine the growth of the body.

One thing that Sir Arthur makes clear is that Darwin's work is still unfinished. There remains many a gap, or at least clouded point, in the story of evolution. But if the layman of 1927 wants to know if it is true that man, under

the action of biological forces which can be observed and measured, has been raised from a place amongst anthropoid apes to that which he now occupies; whether in short the vast achievements of science in the last half century still justify rejection of the dogma that man appeared on earth by a sudden creation, the answer rests in a single word: yes.

Where Is This Machine Age Taking Us?

IF YOU should ask the average board of directors where this machine civilization of ours is tending, they would probably dismiss the question as a waste of time, and turn to shaving production costs and planning sales campaigns. Yet the answer is of the greatest practical importance to them; for although modern business is making our social order, it is also dependent upon that social order for its life.

Great businesses are not built in a vacuum, says Glenn Frank, president of the University of Wisconsin, and former editor of the *Century*. The society in which they operate is the soil in which they must sink their roots. The business man who is a contributor to a bad civilization is also contributing to a bad business, and it is therefore up to him to understand where he is heading.

In spite of the fact that our machine-made civilization has been much criticized, and that many of the criticisms are well-founded, it will not be necessary to smash our machines in order to save our souls, writes Mr. Frank in the *Magazine of Business* for October. Certain beacon fires of hope for mankind are shining through the smoke of the factories.

The criticism of those who see in the machine age nothing but evil is this: A machine civilization means centralization of production in great cities where congestion breeds its ugly offspring. It means slavery to the machine, which has gotten out of man's control and is relentlessly mechanizing the whole of man's life. Its routine has turned the human masters of tools into servants, and has taken away the joys of creation.

It means mass production that puts quantity above quality; that makes objects for sale and not for use.

It tends to standardization of mind, manners, and morals until all are of a sterile sameness.

It speeds up life so that man is spiritually out of breath and has no time to enjoy the leisure the machines have given him.

It is a subtle conspiracy against beauty that will end by making ugliness and utility interchangeable words.

If this is all true, business men are building their factories in a fool's paradise, for a civilization like that is heading for the rocks. But are not most of these criticisms half-statements? Do they not ignore the important fact that the business system carries within itself hope for a better future?

"The modern business man is writing a new Magna Charta for the race," Mr. Frank believes. "The old Magna Charta meant the conquest of despotism; the new Magna Charta means the conquest of drudgery. The old Magna Charta was won by the strength of great mobs; the new Magna Charta is being won by the statesmanship of great manufacturers."

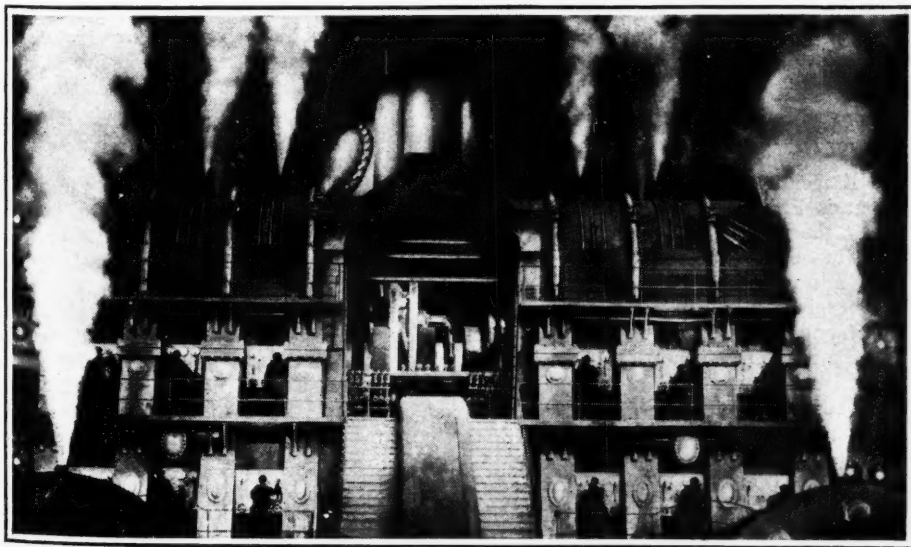
The first line of this new charter was written by Henry Ford in his book *To-day and Tomorrow*: "Hard labor is for machines, not for men." Here lies the germ of a new civilization. Although poverty has spurred many men to great art and great achievement, drudgery has never done so. And the machine age is emancipating man from drudgery.

The crimes against mankind of which the

machine age has been guilty are those of a pioneer period. This machine civilization is very young. The evils are already disappearing, not because of the work of Gandhi, or of others who want a return to handicraft days, nor because the business man has suddenly become full of brotherly love, but simply because it is becoming evident that such sins are bad business. As Mr. Frank sees it:

"The greatest social progress of the next fifty years is likely to come as a by-product of technical progress plus the increasingly intelligent effort of business men to find the soundest and most profitable forms of organization, processes of production, and methods of distribution."

Most important is the extensive decentralization of American industry which will come with a nation-wide interlocking power system. The complete manufacture and assembly of all the parts of complicated machines in great industrial centers will stop. The various parts will be manufactured at the source of raw materials. Ultimately the great congested industrial centers will disappear even as points of assembly, for in the end, parts will be shipped to the very doorway of local markets for assembly, and the greatest argument against the machine age will be no more. The reform will not be accomplished by the sociologists, but by business men who find it the more efficient way.



THE FUTURE OF THE MACHINE AGE

A scene from the German film, "Metropolis," portraying the vast machines of the future, to which men are enslaved.

"Every worker is not a suppressed artist champing to create," is the answer to criticism that machines destroy man's pride and interest in his work. The mediocre craftsman who starved in days gone by now owns a house and an automobile, thanks to machines. Leisure and means should enable even the worker with the creative urge to live a full and happy life outside his work, if he cannot do so within it.

Furthermore, machine industry is finding that beauty is not the foe but the friend of utility. As was pointed out in the REVIEW OF REVIEWS for September, business has discovered that the appeal of efficiency is no longer adequate, and that beauty is the next logical step in American manufacturing and selling.

And this beauty will be a democratized beauty unlike the beauty of the cathedral in the much-vaunted Middle Ages, which towered majestically over homes and shops of unspeakable ugliness and squalor. It will be universally obtainable beauty.

"It seems to me," Mr. Frank concludes, "that our machine civilization is carrying about in its own processes the cures of all the evils that have afflicted it in its adolescence." It is only necessary that the American business man seek an answer to the question: Where is this machine civilization of ours going? First, because it will make him a better business man; and second, because it will make him a better citizen.

Taste—Good, Bad, and American

THE modern American house, inside and out, is neither modern nor American. We laugh at the righteously ugly interiors of the nineteenth century, with their horsehair sofas, rococo mirrors, elaborate wall papers and stuffy hangings. But are not our own homes just as funny?

Is there nothing ludicrous about our having seventeenth-century drawing-rooms, eighteenth-century bedrooms, and twentieth-century kitchens and bathrooms? Is it funny, or sad, that instead of bringing our drawing-rooms up-to-date, we aspire to bathrooms done in "periods"—as they would have been done had those days and ages had bathrooms? These are the complaints of Lewis Mumford, made in the October *Harpers*.

With the introduction of modern industrial methods, art ceased to be an integral part of manufacture, and therefore of everyday life. During the nineteenth century it was relegated to museums, and taste went with it. Now, it is just beginning to reappear as a force in contemporary life—but not in America, says Mr. Mumford.

The architecture, furniture, paintings, and sculpture of a day and age must be appropriate expressions of the age. They will be suited to the time, the way of living, the people. The colonial farmhouse is a shining example of this.

Yet Americans are content to disguise the marvel of electricity in fixtures made to look like candles or rush lights. They dig worm holes into panelled walls which conceal steel construction. They sit about on settles in modern dress, and refuse to see in it anything incongruous. They are satisfied that by turning their backs on the hideous products of a mechanical age and finding a refuge in the past, they are displaying good taste.

This is not taste. It is not even Victorian honesty, which stuck with pride to the products of its own day, even if we now see that it was a day when a low level of taste prevailed.

Look at the modern skyscraper, the modern automobile, the modern kitchen. Here men have had to work with the materials of a new age, and they have evolved something that is truly beautiful, and truly American. Certain American architects have attempted to free themselves from spurious emulation of the past, and to suit their houses to the land. The shingled cottages first designed by Richardson, with their full windows, broad roofs, their russets, greens and blacks, are far better suited to the American seaboard than the most beautiful Georgian mansion ever built; certainly than the usual public building that is an adaptation of the Greek Temple to post-office or bank requirements.

"We took the easier way. Horrified by the ugliness around us, and unable to command the forces that were producing it, American taste retreated from the contemporary stage, and sought to build up little ivory towers of 'good taste' by putting together the fragments of the past. . . . Presently our homes and our buildings ceased to have any fundamental relation to the American scene. . . . Plagiarism became an element of reputability."

From the richest to the poorest, the same betrayal of the modern life goes on. Those

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who cannot buy "genuine antiques" procure machine-made furniture in the "counterfeit image of the past." It is, in fact, almost impossible to find in America furniture and furnishings which do not attempt to be something other than what they are.

In France, and also in Russia and Germany, artists are attempting to evolve a sincere modern style suited to the needs and materials of the present day. If their work becomes fashionable, American designers are prepared to copy it, just as they now copy antiques. It will not be any the more creditable to American taste.

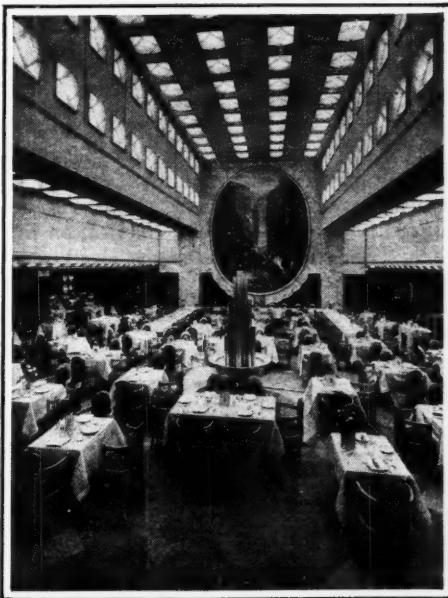
"We shrink from the logic of the machine; yet without accepting it we cannot achieve new beauties, nor can we incorporate human purpose into the fabric of our present civilization." We want labor-saving devices, machine productions, above all we want the money that they bring us. Once we achieve the financial awards, however, we use the best of our modern machinery to counterfeit the environment of the days before machines.

"Until we are willing to make our own mistakes, instead of clutching for safety at our ancestors' achievements, we shall not go very far towards the recovery of the taste our grandparents did not even miss."

Race Suicide in "Who's Who"

A NUMBER of ideas, most of them false, are current about the size of successful men's families, about the number of college men and women who marry and have children, and about race suicide in the upper classes generally. Professor Ellsworth Huntington of Yale, inspiration for more than five inches of solid type in "Who's Who," has with the help of Leon F. Whitney, investigated the family affairs of those listed in this catalogue of the great. They report their findings in the *Outlook* for August 24.

The first idea they explode is that successful men do not marry. More than nine-tenths of the men in "Who's Who" are married. This is a slightly higher percentage than the census shows for any other large group in the population. Moreover, at least as great a proportion of leaders are married to-day as there were a generation or more ago.



MODERN FRENCH DECORATION

The Dining Saloon on the steamship *Ile de France*, hailed as an artistic expression of modern French civilization.

Have lengthening the years of education, raising the standard of living, and economic competition put off the age of marriage? Hardly at all. The men in "Who's Who" born before 1840 married at an average age of 28.6 years; and those born between 1870 and 1880 married at an average of 29.2 years, or only half a year later.

Nor can the decreasing size of families be blamed on the long period required for education. College and professional men in "Who's Who" have 2.4 children, on the average. College men have 2.3. So do normal, business, trade and professional school graduates. High-school graduates average 2.1 children. Elementary school and home educated have 2.1; while those who attended professional school only—in other words, purely self-made men who have risen out of their normal strata of society to one in which they are more or less misfits—have a high percentage of unmarried men and men who married late in life, and average only 1.9 children.

The conclusion drawn here is that the longer the period of education, the greater the number of descendants. Three-fourths of the leading college graduates have children, as com-

pared with only two-thirds of the leaders with less education.

The relation of the women in "Who's Who" to education is almost the reverse. Women may some day be able to have careers that begin with college and end with a place in "Who's Who" and large families, but they certainly have not learned to do so yet. The elementary and home-trained woman leader can muster one and one-third children, on the average, while the college and professionally educated woman in "Who's Who" has only 0.7.

There is, it is true, among the "Who's Who" community what is popularly called race suicide. Taken as a whole, the men in "Who's Who" bid fair to have only half enough great-grandsons to maintain their present proportion in the community.

The popular notion that larger families come from the smaller communities is correct. In cities of more than 300,000 population, 5,629 educators, engineers, government officials, lawyers, religious leaders and scientists had an average of 2.87 children. In cities from 50,000 to 300,000, the average was 3.02 children, while in communities of under 50,000, the families ran to 3.1 children. In strictly rural districts, the average was even higher. Only lawyers have more children in the city than in the country. When we realize that the tendency is for the more able persons to drift to the cities, the outlook seems rather black for the propagation of this group of leaders.

More popular notions are exploded in the *Outlook* for September 7, by the same gentlemen. This time they deserted "Who's Who" for the colleges. Here are some of their facts:

About half of the 1,600 Yale graduates of the last four years were sons of college graduates and came from a fairly similar social level. There is an emphatic relation between the success of these students and the size of the families they come from. Students from larger families systematically excel those from smaller families—in the class-room, on the athletic field, and in popularity with their classmates. The larger the family the better.

At Yale, seniors cast their votes for the men who are most likely to succeed in life. The men who win the vote do tend to be successful in life. At least a third more votes go to boys with four or more brothers and sisters than to those with smaller families. Apparently the free-for-all of family life is more important than the advantages that can be

given to an only child. The children of large families seem to be more competent and agreeable, better mixers and leaders than petted only sons.

The records of graduates in later life reveal that married men with two or more children succeed the best; married men with one or more children succeed next best; and that unmarried men are the least successful. This is frequently not true of individuals, of course; but the averages tell this story. Among the most successful tenth of these Yale graduates, the average number of children per graduate is 2.4; among the least successful tenth, only about 0.8. Statistics for Harvard graduates are almost identical.

These facts compiled by Mr. Huntington and Mr. Whitney all point to the conclusion that among the upper classes and leaders in modern society, persons with families of three or more children almost always excel those with smaller or no families. Moreover, children born in large families reap inestimable advantages, and in their turn excel.

The Record of the Flood

WHEN the Mississippi floods were at their height—in May, June, and July—there was neither opportunity nor desire to estimate carefully the extent of damage. Now that the waters have receded we are told the facts in a bulletin issued by the Department of Agriculture. Arkansas suffered most, with 1,838,400 acres under water, an area nearly as large as Delaware and Rhode Island combined. In Louisiana, 1,112,200 acres of land were submerged; Mississippi, 861,000; Missouri, 359,000; Tennessee, 195,000; and Kentucky, 50,000. In all, there were nearly 7,000 square miles under water.

The loss that resulted from delayed planting on these agricultural lands cannot be estimated until the harvest is completed. Cotton had been grown in the previous year on nearly two-thirds of the land and corn on most of the remainder. A considerable reduction in the acreage planted with cotton is admitted.

Livestock losses include 25,325 horses and mules, 50,490 head of cattle, 148,110 swine, and 1,276,570 poultry.

Real destitution persists in twenty river

counties of Arkansas, Louisiana, and Mississippi, where 300,000 persons depend upon farming for their existence. It is estimated that 60,000 of them are still dependent upon the Red Cross for food and clothing pending the harvest of some sort of crop.

Aside from that kind of relief there are three pressing problems, all financial: Taxes, mortgage payments, and the financing of next year's crop. It seems probable that the States will assume the tax debts, and allow the taxpayer to pay back the money over a period of years. Mortgage owners on their part are likely to be convinced that faith—and credit—will yield larger returns than foreclosure. Deferment of principal and interest payments until the end of 1928, finally, will be followed by financing of next year's crops by the Emergency Flood Finance Corporations organized in the three States. In all these relief measures Secretary Hoover has been the moving spirit.

three finance corporations. This is exactly \$5 per capita.

"Ordinarily five dollars would not go far toward rebuilding homes, barns, chicken coops, buying furniture, clothing, implements, live



HELPING HIM TO HIS FEET

By Chapin, in the Philadelphia Public Ledger

Five Dollars a Head

A CYNICAL contributor to the Milwaukee *Leader* appraises the financial relief offered to Mississippi flood sufferers as follows:

"According to Secretary Hoover, some seven hundred thousand people have been made homeless by the big flood. Six hundred thousand of these are destitute. Most of these people have lost all they had. Homes, furniture, clothing, farm implements and animals have been washed into the gulf or buried in the slime. In many parts of the flooded region the water receded too late for replanting. A tragedy of the first order, if there ever was one.

"But cheer up. The richest country on earth will not allow so many of its citizens to suffer. Succor is in sight. Secretary Hoover has already announced the organization of three finance corporations in that many States. Each corporation is to have a capital of \$500,000 (half a million dollars) subscribed by the aforesaid three States. The public at large will be asked to contribute two million dollars more.

"If all goes well, the seven hundred thousand flood sufferers will be able to borrow \$3,500,000, at more or less reasonable interest, from the

stock and seed. But wait. Five dollars per capita means five dollars per head of every man, woman and child flood sufferer. The people in the Delta country have large families. Seven per family is a conservative estimate.

"Imagine Father coming home from the county seat bank where he has drawn his rehabilitation allowance. . . . Triumphant, he swings seven five-dollar bills above his head. 'We are saved, saved,' he cries, his voice choking with emotion. . . . When the excitement at last calms down, Mother, the ever careful, makes out the rehabilitation program of the family:

Home for seven (without bath)	\$ 8.98
Barn for two mules and one cow	6.61
Two mules	10.60
One cow, fresh	4.05
One chicken coop	1.20
Six chickens42
One rooster08
Clothing for seven	2.87
One table, seven chairs16
Dishes and cooking utensils02
One plow, two sets harness, one wagon, three hoes, two shovels, sundries13
Total	\$35.12

"A deadly pallor steals over mother's face. 'The Government did all it could, but we are

still twelve cents short of complete rehabilitation.' She moans and swoons."

Such is the picture painted in the *Leader* by Oscar Ameringer, who owns a patch of drowned cabbages in Louisiana.

A Criminal in Every Family

THE automobile driver arrives, hot and triumphant, having saved fifteen minutes on the way from the city to the country. In the course of the ride he has barely missed one pedestrian and one dog; he has run innumerable races with other cars unwilling to let him pass, often himself cutting in ahead just in time to avoid an approaching car; he has passed a truck on an upgrade near the top of a hill; he has passed a discharging trolley car without slowing down; he has narrowly missed a car coming out of a blind crossroad; he has broken the speed limit on open stretches. Yet he is known to his friends as a careful driver. He has been arrested only once, and then, he says, it was not really his fault.

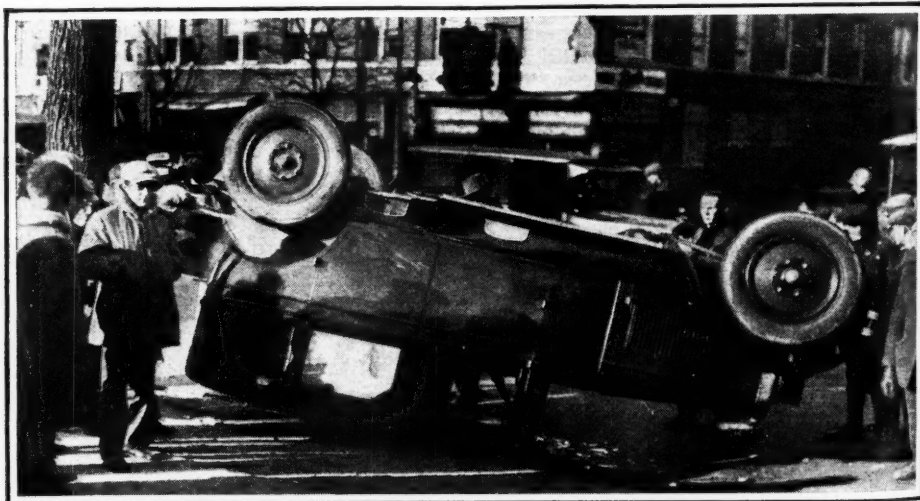
This man is the average motorist, and his misbehavior is the subject of an article by Edward Weeks, young Harvard graduate and driver who has had the usual narrow escapes.

It appears in the October *Atlantic Monthly*.

In 1926 there were 23,000 deaths caused by motorists. That is one for every thousand cars, Mr. Weeks reports. There is a serious injury for every twenty cars. In one State where there were 700,000 licensed drivers, 27,436 accidents occurred, 25,351 persons were injured and 705 killed. Here is a table of the causes of as many accidents as the registrar of motor vehicles in that State could trace:

Cause	No. of Cases
Brakes defective.....	92
Confused operator.....	167
Cutting in ahead.....	129
Inattention.....	1024
Intoxicated operator.....	103
Obstructed view.....	123
Operator had been drinking.....	127
Skidding.....	123
Inexperience.....	117
Too close to other vehicles.....	107
Too fast for conditions.....	1667
Wrong side of the road.....	323
Violating right-of-way law.....	173
Child darting in front.....	406
Pedestrian running across street.....	314
Pedestrian stepping from sidewalk.....	190
Pedestrian from front or back of vehicle....	106
Pedestrian walking along road.....	237

Defective brakes, and possibly skidding, are the only reasons given on the list that can be attributed to the machine itself, and they are among the least of the items. Carelessness



THIS DRIVER HURRIED, BUT WAS LATE FOR SUPPER

By a miracle the occupants of this sedan escaped injury. Speeding and carelessness make similar scenes common both on city streets and country highways.

(inattention), speeding, and general disregard for pedestrians are the prime offenses.

Summonses for speeding are like notches in our forefathers' rifles, a mark of bravado. Public opinion is almost conscienceless about commission of driving crimes. And public opinion and the police are the only remedies for a bad situation. The police should be at once martinets and skilled propagandists who can popularize the idea of safety before its lesson is driven home by a fatal accident. They should not arouse natural antagonism and contempt by the use of speed traps and fines where drivers are, all but very technically, innocent, while other offenses can "be gotten away with." They should revoke more licenses and fine heavily careless and intoxicated drivers.

Only sixteen out of forty-eight States require licenses to drive. This should be changed. Also speed laws should be made more universal, and more intelligently scaled to traffic conditions.

On the part of the motor-driving public, more tolerance for pedestrians, less rivalry with the man ahead, and less indulgence in the fascinating pastime of saving time may yet reduce the yearly casualties to less than the toll of an epidemic or a good-sized war.

Mad Movie Money

THEY selected "The Man Who Fights Alone" as the story that was going to bring Bill Farnum back into moving-picture fame. In it he dreams that his wife and his best friend embrace each other in a canoe, against a background of weeping willows. There is a lake in the center of a Los Angeles park which is the most photographed lake in the world. It has willows. There is another lake in Pasadena nearby, also presumably with willows. Either of them was half an hour's ride from the Lasky studios. Yet sixty persons and several tons of equipment were loaded on a special train which traveled all night, and then onto another which carried them 7,000 feet toward the sky to Huntington Lake, decreed by some member of the Lasky corporation as the scene for this one episode.

The Warner Brothers once saved \$20 by not hiring a trained cavalry officer to direct the cavalry maneuvers of 250 men and horses for a picture. When they got far out in the desert,



WHERE THOUSANDS OF DOLLARS VANISH

Increasing criticism is directed at the practice of taking thousands of feet of film that are never shown to the public. In this picture Director Irving Willat is editing a film in the West Coast cutting-rooms of the Famous Players-Lasky company.

however, they found that without the specialist they got only a ragged performance that was a fizzle as a dramatic charge. They spent \$5,000, and did not get their picture.

But waste like that represents Hollywood in an economical mood, says Welford Beaton in the *American Mercury*. He tells of a picture on which half a million dollars were spent before the whole thing was abandoned because it was found that there was no story; and of a picture on which a million dollars were spent before it was discovered that sixty reels of action had been taken although it was to be released in nine or ten reels. As the cutting-room had already thrown away all it could and keep the story, which was still not completed, this film too was abandoned.

De Mille presents "The King of Kings" as a two-million-dollar picture. It really did cost that much, but what you see on the screen did not cost one-quarter that much; the other three-quarters were clipped out and dropped on the cutting-room floor.

These are facts too well-known in Hollywood to create the slightest stir. The most capable directors, script writers and production

managers do not seem able to tell that a given script, to be released in five reels, contains twenty-five reels of action. The public pays when it goes to see the picture; Wall Street pays when it lends money to producers; stockholders in motion-picture corporations pay when they receive low returns for their money.

Already motion-picture stocks are falling. An article in the *Wall Street Journal* for September 10 indicates that Wall Street is now waking up to this far from sound state of affairs. It refers to the cutting-room as the purgatory of motion pictures:

"On the floor of the cutting-rooms there are miles of negatives thrown into the waste-baskets; scenes, the shooting of which cost tens, or, in certain cases, hundreds of thousands of dollars, are ruthlessly cut out; buildings, which were erected for the purpose of shooting, are demolished without ever being shown on the screen; actors, who were engaged at a high salary for certain rôles, do not appear in the picture when the negative leaves the cutting-room. The material loss for the company and for its shareholders is almost incalculable—it runs, for the year, not into hundreds of thousands of dollars, but into millions."

Yet Carl Laemmle points out in the *Saturday Evening Post* that the motion-picture industry is the eighth largest industry in the United States, sandwiched in between such staples as lumber and leather. It represents a total investment of \$1,500,000,000; it enjoys practically a world monopoly; it supplies films to 20,000 theaters in the United States alone, with an average daily attendance of 17,000,000; it receives as rents from all over the world approximately \$4,000,000,000. Twenty or 25 per cent. of the money it spends goes for salaries; almost half of the overhead, which is another 20 per cent., goes for distribution costs.

And from 40 to 50 per cent. is waste.

Millions of Dollars in the Dead Letter Office

ADVERTISERS rack their brains to devise mailing matter which will get itself opened and read. They spare no effort and expense in their desire to persuade prospective consumers to buy their wares. They seek the most attractive paper, the most impressive type, the most alluring pictures.

In the belief that consumers will be more interested, they have many of their letters, pamphlets and circulars addressed by hand. Yet last year they sent 12,688,000 of them to the Dead Letter Office.

Obsolete mailing lists and envelopes without return addresses are the reason for this vast waste of money, complains a New York Post Office *Bulletin*. This advertising matter made up more than half of all the dead letters handled during the year—letters that represented a loss of more than a million dollars in paper and postage.

In a single mailing one large Eastern firm sent out fifty thousand letters which, because they were sealed in envelopes with no return address and sent to antiquated addresses, arrived at the Dead Letter Office. The cost was about \$2,500.

Not only advertisers throw away their money. A draft for \$55,600 recently spent fifteen days in the Dead Letter Office before the sender was found. The loss of interest was \$139. Altogether some five million dollars in checks, drafts and money orders spent unproductive weeks in post-offices last year before they were returned to senders who had not bothered with return addresses on their envelopes.

Breach of Promise

THE modern woman may eat her cake and have it too. In the new era which has dawned for her, she invades the office as man's equal and commands independence in the home. Yet she can, if she wishes, still claim that she is a helpless creature totally dependent upon man and matrimony for a livelihood. In the eyes of the law she is. And apparently the great majority of women are satisfied to have it so.

The law which allows a woman to recover damages for breach of promise to marry is a shining example of the modern woman's inconsistency, and is unjust to the poor male. It calls down shame on the fair name of woman, declares Dorothy Dunbar Bromley in the *Woman Citizen*. The alimony law which enables childless, able-bodied women to live the lives of parasites is grossly unfair; but the breach-of-promise law, so profitable to the blonde of doubtful age, is worse.

The practice grew up in the days when the Church ran the courts. It was transferred



From the *Woman Citizen*

INJURED INNOCENCE BEFORE A JURY, WINNING DAMAGES FOR BREACH OF PROMISE

bodily into English common law, and from there it was adopted into the American code with apparently not a thought as to its unsuitability in a changed society.

A breach-of-promise suit may be based on far shakier grounds than action for divorce. It is sufficient for the aggrieved lady to convince the jury by her own tearful protestations that the man held out hopes of matrimony to her, and that she is entitled to damages.

Damages for what? The law holds that a woman may recover on four counts: indemnity for pecuniary loss and disappointment of reasonable expectation of an advantageous settlement in life; compensation for injury to feelings and mortification undergone; reimbursement for expenditures incidental to the marriage; and damages for seduction.

It seems that, while engaged to the faithless one, the woman loses her place in the race for other men, and therefore jeopardizes her chances for the comfortable home which is her right. One woman waited seventeen years for her prospective spouse's aunt to die and leave him money, although he could have afforded marriage when they first became engaged; but the law permitted even her to blame her faded charms and still unmarried state on the man's duplicity instead of her own stupidity.

It is possible to imagine, of course, that a woman's feelings might be deeply injured were she openly jilted. But it is not likely that she would increase her mortification, (if it were sincere) by dragging her troubles and the unwilling man into court.

The fourth ground, seduction, is woman's ace of trumps. There was a widow of forty, mother of two grown sons, who blushinglly insisted before the jury that she thought she and her fiancé were "as good as married." The jury's hearts were wrung to the extent of \$75,000, which the judge reduced to \$30,000.

"How different the outcome of such suits would be if women were sitting in the jury-boxes," observes Mrs. Bromley. "Case after case could be quoted to show that breach-of-promise suits afford women a rich harvest of gold indemnifying them for the loss of a virtue which was never theirs." And in addition there is the blackmail paid by men who do not wish to face the notoriety of a trial.

More and more, judges agree that breach of promise is wrong in practice if not theory, and that it is an anomaly in this twentieth century. So does Lorine Pruette, active feminist, who, in the *Nation* for August 31, accuses her sex of profiting from the advantages of the new order—keeping men in their place—and yet relinquishing none of the security of the old system. "Wages for wives is an entirely respectable idea, when applied to wives who work enough to justify wages," she says, "but this slogan is just as likely to be taken up most vigorously by the woman who does nothing in return." The man is often made to feel that he has no right to expect any form of service from his wife—that would be degrading—but that somehow, mysteriously, he is responsible for her still hampered condition, and that he can never give her enough to make up for it.

Alfred E. Smith, Presidential Candidate

NEVER in the history of the Democratic party has there been so weary, long, and futile a Convention as that held in New York in 1924. William G. McAdoo, former Secretary of the Treasury, and Alfred E. Smith, Governor of New York, were the chief candidates for presidential nomination, and between them they threatened to split the party. The convention at last over, it was freely predicted that Governor Smith was dead so far as the Presidency was concerned. Yet he is now the strongest candidate of his party.

There has just been published a book about him, "Alfred E. Smith, a Critical Study," by Henry F. Pringle. Mr. Pringle was until recently a reporter for the *New York World*, and his magazine studies of several prominent men have attracted considerable attention. His book is an exhaustive biography, evidently intended to be free from bias. This, in brief, is the portrait it paints:

Although not born in the slums, Smith surely came from "the people." After a boyhood in the shadow of Brooklyn Bridge, young Alfred—he was not called Al until he dabbled in politics—had to leave parochial school in the eighth grade, and go to work. For then his father, the truckman, died. The boy tried to carry on the trucking business, but soon gave it up for work as a checker in the old Fulton Fish Market. For seven years he worked from before sunrise until late afternoon, and came home at night smelling like the bilge of a fishing boat. But he was an agreeable youth, given to histrionics, orations, and a ready smile.

Granted his nature, his surroundings, and Tammany, it was inevitable that he should drift into politics. He became a regular at the Democratic Club on Madison Street, downtown, and served under Tom Foley, a growing power in Tammany. In time he was appointed investigator in the Commissioner of Jurors' office. By 1903, in his early twenties, he was put up for Assemblyman from the Second District in Manhattan, and was elected.

In a cold, dismal January dusk Smith arrived in Albany, the State capital. Together with a fellow neophyte, he turned up his coat collar and walked through the wintry air to a cheap hotel. Afraid that the flames in their wood stove might set on fire the ramshackle

building, they took turns guarding it through the night. Each told himself as he watched that he would never again become Assemblyman.

The first term Assemblyman is made to feel that he is less than nothing, and Smith, the Tammany regular, was no exception. Former United States Senator James W. Wadsworth, then fresh from Yale, entered the Assembly a year after Smith, and in another year had become Speaker of the Assembly. Smith felt that he was a nobody, but before long he began to get committee appointments—partly with the help of the Republican Wadsworth—and from then on began the political rise that has perhaps not yet ended.

For a good number of years he remained a strictly party man—of recognized ability, with brains, energy and understanding, but a Tammany regular. The Citizens' Union, a non-partisan body which each year issues fairly accurate estimates of New York politicians regularly neglected by the electorate, usually damned him. But by 1915, it announced that "Alfred E. Smith is endorsed for Sheriff of New York County. As to his qualifications for this office there can be no question. The service to the State rendered by Mr. Smith in the Constitutional Convention this year entitles him to special consideration."

The Constitutional Convention had been held under reform Republican auspices chiefly in the interests of making the State government less wasteful, less bureaucratic, and more responsible to the governor. It failed at the polls, but Smith, leader of his party in the Assembly, made a profound impression on political reformers and ward bosses alike by his uncanny understanding of the actual workings of political machinery.

He was elected sheriff, where for two years he is said to have enjoyed fees of something like \$60,000 a year. A year later he was made aldermanic president in New York City. Then, in 1918, he became Governor.

As Governor, Smith can attribute much of his success to the Republican party of his State. He has put through many obviously desirable reforms, some of them advocated by the G. O. P. itself during the Constitutional Convention, but all opposed since then merely because Smith advocated them. The result was to strengthen him with the voters, and to attract attention to him outside the State.

In 1920 Smith was beaten for reelection under the Harding landslide, but in 1922 he was chosen

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OUTGROWING THE BROWN DERBY

Governor Smith to-day and yesterday. At left is a recent picture, at right one taken in 1913 when he was leader of the New York State Assembly. His biographer maintains that there is a difference in executive capacity and governmental understanding, as well as in headgear, between the two.

for a second term. It was in the Democratic convention that year that he crossed the line between party politician and statesman; that Al Smith, the Tammany youth in a brown derby, became Alfred E. Smith, the presidential possibility who wears a silk hat on occasion. For there he waged a mighty battle. Arrayed against him were William Randolph Hearst, the publisher who wanted to be Senator or Governor, and the political expediency he knew so well. With him were his native honesty and his many abilities.

It is too complicated to go into the details of that struggle. The point is that Smith deliberately turned his back on what looked to the bosses like his political future, and stuck to what he saw as political integrity. Somewhat to the amazement of the regulars, and perhaps himself, he won.

In so doing he grew. There was something in him, notably that part of him which has put through reform of the State government, and advance in social and welfare legislation, which is great. At times, as in his veto messages in the Red-hunting days of 1919, this man, who entered public life through ward politics, has shown a grasp of the fundamentals of democratic government, of the political stature Anglo-Saxon society achieved after centuries of

struggle, that has a truly Wilsonian majesty.

His election over Ogden Mills in 1926 has given him a fourth term—more than any other governor has held in his State. This has helped to raise him from a man who in the 1920 national convention was useful merely to block the nomination of McAdoo, to one who is now the strongest in his party.

Governor Smith is criticized as one who has no interests outside his own State, as a Catholic, and as a Wet. Perhaps he is less interested in the world at large than in the world in which he has lived. But his growth at Albany, and his comparatively rare utterances on national and international questions, show him as capable of making an aggressive if slighty conservative liberal leader in Washington. The now famous Smith-Marshall correspondence about the influence of the Church

of Rome in government has partly cleared the air of the Catholic issue. As for his wetness, he honestly hates the saloon, but is too close to the evil things Prohibition has brought to our industrial centers to be a whole-hearted Dry. His ultimate stand remains to be taken.

As for his chances of becoming President, he is the one man who might unite his party, and win. And as one politician has muttered to himself, "It's just possible that the party may get tired of finishing second in a two-horse race."

Ritchie of Maryland

OF ALL men within hailing distance of the presidency, none on the Democratic side is so handsome, upright, and able as Albert Cabell Ritchie, Governor of Maryland. None is more set than he on attaining that honor. Failing the nomination of Governor Smith of New York by the Democratic convention next year, the chances are that Ritchie will be second choice.

This and what follows are the opinions of Frank R. Kent, political writer and vice-president of the Baltimore *Sun*, expressed in the October *Scribner's*.

Five years ago it was a Maryland precedent



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ALBERT C. RITCHIE

not to reflect a Governor. Ritchie smashed that precedent. And a year ago, putting aside the United States Senatorship he could have had without a struggle, he ran for a third term and was elected overwhelmingly. His three terms will extend over a period of twelve years. His knowledge of the State's business is unexcelled. His reorganization program has brought the Government machinery of Maryland to a new smoothness.

Ever since he was elected the second time, Ritchie has had his eye on the presidency. Without personal press agents, publicity bureaus, organization, or money, he has conducted an active, quiet, and effective campaign. Although he has never neglected his job in Maryland, he has missed no chance of booming his political fortunes outside. He has traveled and spoken in all politically important States, making a fine impression on the people. And in a quiet way, he has become friendly with the Democratic bosses.

Ritchie's speeches are clear and forceful. Moreover, he has something to say. With the exception of Lowden, he is probably the only candidate for the 1928 presidential election who champions a clear-cut issue. This is the

traditional Democratic doctrine of State's Rights, which he prefers to call "State Responsibility or Local Self-Government."

By the Drys, his local self-government appeal has been construed as wet. And inasmuch as local self-government does clash head on with the Volstead Act and Eighteenth Amendment, he is a Wet; but he is much more than that. Ritchie's assault is against the whole tendency to centralize power in the Federal Government, to build up and multiply bureaus and jobholders in Washington. This is the way he talks:

"What is an indestructible State? It is, first and last, a State which has the fullest measure of local self-government. It is a State which has the right and the responsibility of deciding its domestic problems itself, and of settling its home affairs at home. It is a State which is trusted to do these things, and which the Federal Government leaves alone while it is doing them.

"It is a State in which the people are allowed to lead their lives in freedom and in liberty, so long as they do no hurt to others and no injury to orderly government. It is a State in which standards of life and of personal conduct are not imposed upon the people who live in it by people who do not live in it through the mandates of the Federal Government. It is a State which demands the right guaranteed to it by the Constitution of living its life in its own way and permitting its sister States the same freedom."

Ritchie is fifty-one years old, a Protestant, well-born, with a comfortable, though by no means large, private fortune. When he gave up the law fifteen years ago to go into politics he was fast becoming the leading lawyer in the State. He did not go into politics to eke out a thin law practice with a Government salary, as did Coolidge, nor with pockets full of money, as did Mills and Wadsworth. It is hard to say why he did it. Certainly it was not for the sake of being in the public eye; he is not conceited. His dignity in public is combined with simplicity and sincerity; his private life is most modest.

Ritchie became people's counsel to the State Public Utilities Commission, and started after the attorney-generalship the moment he became people's counsel. He started after the governorship as soon as he became attorney-general, started after a second term as Governor when he won his first election, and now he has started after the presidential nomination. . . .

This man may not be brilliant or of over-

whelming personality, like Wilson, Cleveland, Roosevelt; he may not be boss of his party in a great State, like Smith, nor a crusader like Bryan, Reed of Missouri, or McAdoo. But he has an extraordinarily fine mind, high character, loyalty to friends and party, breadth of view, and a very real ability. He is clear-headed and practical, well-informed, and with great powers of concentration.

To Mr. Kent, Ritchie would make the sort of President for the country that he has made Governor for Maryland:

"A highly intelligent, extraordinarily capable, amazingly industrious, extremely effective, absolutely upright, and very popular President. . . . There remains only this to say—that if ever he does get to the White House Ritchie will look more as if he belonged there than any President we have had in a considerable time."

The First Woman Voter

"ALL persons," reads the Fourteenth Amendment, "born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and the State in which they reside."

After due deliberation Susan B. Anthony decided that it was fair enough to consider herself a "person." So on November 5, 1872, she walked quietly to the polls in Rochester, N. Y., and cast a vote.

Two weeks later Miss Anthony and the fourteen women who had followed her example were arrested by a much embarrassed Deputy United States Marshal. They were indicted by the Grand Jury. When the time set for the trial drew near, the District Attorney had the case removed to the Circuit Court at Canandaigua, New York. He was afraid that the speeches Miss Anthony had been making would prejudice the jury.

When the trial opened, the Court instructed the jury to render a verdict of guilty, thus practically denying Miss Anthony the constitutional right of trial by jury. The judge then announced that he would fine her one hundred dollars. The fine was never paid, nor did he ever commit her to jail for non-payment, concludes the *Woman Citizen*, in whose columns the story appears.

Who Had the First Disease?

ONE Neolithic morning a skin-clad shaman of France sharpened a crude flint knife. Beside him on a carpet of moss lay a woman, her moans rising above the chatter of a mountain brook near by. The spirit of evil had long been a prisoner within her, and the man of God was preparing to set it free. Calm in his holy conviction, the priest began his work. Slowly, unheeding the shrieks and writhings of the afflicted woman, he cut through the scalp cruelly and deeply into the skull.

"Slowly, ever so slowly, the flint bored and cracked out a large circular piece of bone. Gradually, as the devils escaped through the gaping wound, the woman ceased her struggles. Her cries gave way to the low chanting of the priest. A bandage of rough cloth soaked in cold water stemmed the rising hemorrhage and completed the gruesome task. The first surgical operation was finished—a human skull had been trepanned. Man had drawn sword against disease."

Some such scene as that took place hundreds upon hundreds of centuries ago, and it shows how long a time man has been battling disease. But it was not always thus. Deep down in the record written in the rocks by fossils lies evidence that in pre-Cambrian days—which is getting pretty near the other end of evolution—bacteria minded their own business. In this world of squirming



SUSAN B. ANTHONY

sea slime and endless water there was no disease. But somewhere along the line Pandora's box was opened; and this, according to an article by John Hodgdon Bradley, Jr., in the October *Forum*, is what happened:

In the young days of the world, long before man appeared on the scene, some creature found life easier at the expense of another. It became a parasite, and with parasites came disease. The same thing still happens nowadays, for a sponge and an oyster may live together amicably and helpfully. They often do. But the sponge may become unfaithful, and bore into the shell of his partner. Life is less trouble that way—and sponges are notably unscrupulous.

"Before the close of the Paleozoic Era, many a partner had cheated." So Mr. Bradley reads the record. "The lower forms were the most lawless. Bacteria, fungi, and moulds added to their earlier love of dead flesh a taste for fresh meat. Worms bored into crinoids, Bryozoans incrustated brachiopods and strangled life."

Now a monosaur with gout stirs the compassion of the investigator. Apparently there were plenty who had it, for as evolution went on parasitism followed. Indeed, it grew more varied. The dinosaur, in his day, furnished forty million tons of happy hunting ground for parasites, and that caused many an aching bone. Focal infection—the thing that starts an earache when you have a bad tooth—was rife. Tuberculosis, rheumatism, and pyorrhea all existed, for they have left their record in bone. Diseases of the soft parts of animals now extinct were probably as numerous, but flesh turns to dust, and there is no record of them.

Man came into the world with the curse of disease upon him. The Java Ape Man, the Piltown Man, the Neanderthal Man, all show diseased or fractured bones. Of a group of one hundred and twenty skeletons, more than one-third of the skulls were trepanned. Surprisingly enough, many patients survived the operation. Stone Age skulls with as many as five great holes are known. All had healed. This particular cure for headache and insanity is still practised in a few of the back eddies of human civilization—in the South Sea Islands, in Africa, in parts of Peru. Evidences of cautery frequently followed by violent infection, amputation, fractures—some well-healed, some resulting in horrible deformity—testify that ancient man suffered both from the disease and from its cure.

Disease still tortures man, but Mr. Bradley finds comfort in the fact that it will probably never eliminate him. Sickness and pestilence do not appear in the records of paleontology as the determining factor in the extinction of the creatures of evolution. A distant relative of the lobster who long ruled the seas, for instance, never had a sick day in his life—yet he is gone. He specialized too much in adapting himself to his environment; the environment changed, and he was wiped out.

There would seem to be more danger in such specialization than in disease. Only a few organisms have remained so simple, so unstriving, as to escape extinction by retaining adaptability. "The lowly shellfish ligula has endured. It dwelt in the slime of the Ordovician Sea and is still in the slime of the Pacific Ocean. It is content in the slime. There it will stay, eluding death, while others strive for efficiency, and perish in attainment."

Ripening Fruit by Gas

ORANGES, tomatoes, peas, and celery now grace our tables the year round. In order that they may do so in winter, they are picked green in the gardens of Florida or California, and shipped hundreds and even thousands of miles to the cities of the North. But still we are not satisfied. We complain that the most expensive winter peach is not half so sweet as the ones which used to grow in the backyard at home. We object that oranges are not orange, nor tomatoes what they used to be.

Fruit marketers have done what they could, but winter fruits and vegetables have fallen short of the desires of metropolitan consumers. Scientists have interested themselves in the problem, and according to the *Journal* of the American Medical Association, they have pretty well solved it. They have successfully ripened green garden products with ethylene, a constituent of illuminating gas,—in a short time, and with results that are true to life.

By this method the sweetness, the juiciness, the flavor and even the appealing color of ripe fruit can be developed from the prematurely picked green product, according to the *Journal*. The present heat treatment or "sweating" process, by which fruits are ripened for market,

causes much fruit to spoil, and at best does not give the true ripened-on-the-tree flavor. Moreover, bananas, tomatoes, and the like, when so treated tend to be sickly in color. Distracted sellers have been known to dye their oranges a false orange and color their tomatoes a dishonest red.

Necessity for such measures promises to disappear under the new method. R. B. Harvey of the University of Minnesota Experimental Station recently announced that celery treated with ethylene loses its green color, and increases in sugar content from 20 to 30 per cent. Tomatoes picked from the vine in the South and sold later in the North are apt to be excessively acid; but if treated with ethylene they acquire a fine flavor. Bananas ripened likewise change in color, taste, and texture in far less time than is necessary under the old methods. Mature fruits and vegetables ripen, when properly exposed to ethylene, in from twenty-four to sixty hours. Mr. Harvey figures that the amount of gas necessary to make a carload of green fruit or vegetables rival the fresh-picked product will cost less than forty cents.

Arsenic Eaters

RED-CHEEKED, bright-eyed, stalwart and long-winded are the peasants of Styria, southwestern province of Austria. They get that way by eating arsenic, one of the most deadly of poisons, in quantities large enough to kill a man several times over.

The arsenic eaters, as they are called, have aroused much scientific speculation. Little has been known about them, and their existence has frequently been doubted; for the investigations of modern science would seem to prove that sufficient immunity to arsenic poisoning could never be developed, even by generations of arsenic eating, to allow for the wholesale consumption common in Styria. Two or three grams spread on bread each day is the usual dose for the Styrian peasant.



Photograph from Ewing Galloway

ALL READY TO EAT!

Picking ripe grapefruit. It is claimed for the new method of ripening fruit with ethylene gas that green fruit can be given a flavor and color like that of the ripe-picked product.

For arsenic eaters do exist, according to a recent thorough investigation by Prof. Norman J. Harrar, published in the *Scientific Monthly* for September. The origin and prevalence of the habit are probably explained by the many iron foundries in the region. Here in the foothills of the Austrian Alps, iron is plentiful. The smoke given off by the foundries where the iron is smelted carries considerable quantities of arsenic, which precipitates on the chimney walls and in special containers prepared to receive it. Perhaps some observant peasant long ago noted that horses grazing near the iron foundry had glossier coats and greater endurance; that is not known.

Daily arsenic eating seems to improve the breathing, to increase the endurance, to fatten the body, and to improve the complexion. It has no marked evil effects, excepting perhaps to shorten life as the result, so scientists think, of chronic arsenic poisoning. Horses fed on it are able to pull heavier loads up the steep slopes in which the country abounds, and have a glossy, well-fed appearance even after a hard

day's work. Those who stop eating arsenic, both men and horses, "decline, respiration and heart action become difficult, the appearance fails and the hair becomes shedding and shaggy."

If there is a law against eating arsenic in spite of its seeming benefits, no prohibition law is so universally violated. The reason for the law against the sale of arsenic is its relation to crime throughout the country. Practically all murders in the region are by arsenic. The murderer is pretty safe. It is easy to procure the poison without arousing suspicion; the presence of arsenic upon post-mortem examination may mean nothing but that the victim was an arsenic eater.

The custom is, however, dying out somewhat. It would probably not persist as it does except for its use with horses. Horse owners and dealers who do not feed arsenic, or who attempt to give up using it, suffer too greatly by comparison with those who do feed arsenic to their horses.

Seventy-five-Foot Waves and a 110-Mile Gale

TWO days out of Cherbourg a homeward-bound Atlantic liner runs into a blow. More and more sharply the wind whistles past the windows of the promenade deck. The liner pitches more and more deeply into the ocean, and pauses there as though in doubt that it could ever rise again. Its frames begin to creak. Slowly it lurches down, throwing a gloomy passenger against the heavy window from which he observes the gale. A dark green

mountain of water rises before his eyes; it booms against the side of the vessel, its crest drumming against the glass before him and even sweeping over the bridge above.

That bridge, the passenger knows, is sixty feet above the water line. The deck steward

told him that the third officer had said that the Captain swore that never in all his forty years at sea had he seen such a blow. Hence, when he is once more settled on his front porch at home a week later, the passenger tells his neighbors of his narrow escape; how he has survived the worst Atlantic storm in forty years. The gale had blown 110 miles an hour, and waves seventy-five feet high had all but swept the captain from his bridge.

Hardly a good Atlantic storm rocks a passenger ship but travelers tell such tales. Yet those who tell them know nothing of what they say, according to Sir Arthur Roston,

K.B.E., R.F., R.N.R., commander of the giant Cunarder *Berengaria*. Sir Arthur, who has had his forty years at sea, too, smiles at such landlubber's tales. He admits that water does now and then break over a bridge sixty feet above the water line. But, according to an article by Percy N. Stone in the *New York Herald-Tribune*, it is not really the wave that crashes over the bridge. What happens is this:

"The sea is pyramided by contact with the ship, and it is the force of that contact, and not the wind, that lifts the water so high.

"I think it is safe to say that in the North Atlantic waves seldom if ever exceed twenty-five feet, and that means from the trough to the crest. . . Seventy-five feet high? That's possible, but remember it is not the wave that measures so large. It is the splash from the sea striking the ship."



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WHEN THE ATLANTIC WINDS BLOW: AN
AMERICAN WARSHIP AT SEA

As for 110-mile hurricanes, the Beaufort wind scale, devised in 1805, is still in use. It does not register winds of more than seventy-five miles an hour velocity, and anyone who reports a gale of higher speed counts more on his imagination than on the wind.

Exposing Tropic Night Life

CAMERA trapping has several distinct advantages over shooting. In the first place, the same animal can be used over and over again without suffering detrimental effects, except perhaps nervous disorders from fright. Secondly, the stalker is comfortably in bed while the stalking is going on; and thirdly, animals which no amount of personal pursuing would find are exposed to study and classification.

A surprising variety of tropic big game on territory of the United States has been recorded by the camera of Mr. Frank Chapman,



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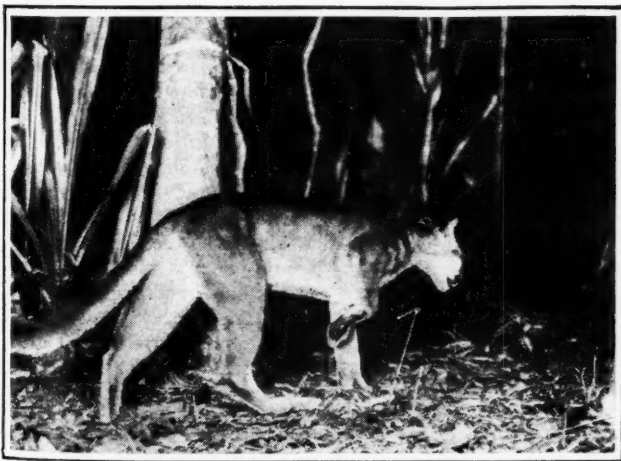
HE TOOK HIS OWN PICTURE IN THE MIDDLE OF THE NIGHT

This puma sensed the presence of the wire stretched across the trail, although he could not see it. He stepped over it with his left foot, but his right foot touched it, automatically releasing the flashlight and taking the photograph. The picture was taken before he had time to be frightened.

of the American Museum of Natural History. Mr. Chapman tells in the current *National Geographic Magazine* of his experiences and results in obtaining pictures of the many animals of the Canal Zone. The party actually saw no animals of any size at all, yet the trap camera gave a record of pumas, tapirs, peccaries, and others of fair size and wildness.

The scene of action was an island made by the building of Gatun Dam. This island, Barro Colorado, was an ordinary hilltop until the rising waters of Gatun Lake isolated it as a natural six-square-mile game preserve, now maintained as a Government experiment station.

In the sport of camera trapping the animals take their own pictures. A slender trip wire is stretched across the trails, high enough off the ground so that small rodents will not strike it. An animal striking the wire sets off, by means of an electric current, two flashlight cups, the recoil from which opens the shutter of a concealed camera.



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THE PUMA, WITH THE JAGUAR, IS LORD OF THE AMERICAN JUNGLE

Intent on bigger game, the puma above ignored the bait, consisting of a banana, attached to the wire, although it generally proved irresistible to tapirs, peccaries, agoutis, coatis and other less aggressive beasts.

Making Moving Pictures Talk

IT WAS a long and weary process before the present motion-picture camera and projector were evolved, and many a mechanism was experimented with before man succeeded in photographing his activities in motion. Somewhat this same road is being traveled once more, as designers seek to perfect machines that will not only take pictures of moving things, but capture and reproduce the sounds they make.

At least two systems are already being used commercially, with the result that moving picture actors can now be heard talking, laughing, scolding, and singing by their audiences. Not only that, but the thunder of a train as it roars by, the surge and splash of a surf, can be heard. When the news-reel shows President Coolidge making a speech, an amplifier reproduces his voice in perfect time to the movement of his lips; and when Lindbergh starts for Paris on the screen, the drone of his motor and the cheers of the crowd echo around the theater.

One of these machines, which has the advantage of being compact enough to be carried in a small truck, accomplishes its task by photographing the sounds it hears on the same piece of film that records the image it sees. Thus the two are inseparable, and never can there be any discrepancy between the sounds heard and pictures. When a violinist is shown playing, the music he makes follows with uncanny accuracy the movement of his fingers. How this is done is explained by A. P. Peck in the *Scientific American*. The process consists, he says, "in photographing variations of light intensity on moving-picture film. This is accomplished by collecting the sounds to be recorded through the use of a microphone, which has the property of changing

sound variations into electrical variations. These electrical variations are amplified, and in turn vary the intensity of the recording light."

This light is something of an achievement. To the layman it looks like the tubes used in radio reception, and it accurately and sharply reflects the variations in sound brought to it from the microphone, recording it on the film in varying streaks of light and dark. The illumination it gives to the film has to be kept separate from that which, a fraction of an inch away, records the photographic image. Therefore it is sent through a quartz plate on which is a silver film, pierced by a slot so tiny that it is one one-hundredth of an inch long, and eight ten-thousandths of an inch wide.

Reproducing the sounds and sights captured by this apparatus, Mr. Peck explains, is practically the reverse of getting them. The film bearing both picture and sound is run through a standard moving-picture projector, to which a sound-reproducing unit has been attached. Then the little shaded strip on the film becomes sound.



A TALKING FILM

Premier Mussolini recorded in vision and sound by the new apparatus of the Fox-Case Company. The narrow strip immediately to the left of the moving pictures reproduces the Italian dictator's voice.

Should Your Son Go to College?

SIX hundred thousand American young men joined in the September rush to college. In due time, no doubt, many of these thousands will emerge again, degrees in hand—but not, not, the six hundred.

As with the Light Brigade, some one has blundered. Perhaps one hundred thousand of this mighty host should never have gone to college. Parents have sent unwilling or unfit sons in search of an education they will not get; and sons have chosen to go to college when they would be better off selling bonds, traveling, or manufacturing hosiery. It costs about ten thousand dollars, all told, to buy a first-class

college education, and this money might be spent in some other way on many college boys, to their greater advantage. Something like this is in the mind of Christian Gauss, Dean of Princeton College, who writes in the October *Scribner's*.

"Know your son" is the first rule he gives to parents who do not want to blunder, but who are puzzled. They should forget all about college until the boy is fourteen or fifteen, when his tastes and personality have grown far enough to determine whether he belongs on the campus, in the office, shop, studio, or elsewhere. One of the unkindest and unfairest things parents can do to a boy is to show him, while he is still a child, that he is expected to go to college. Still unkinder—and less wise—is it for college-bred parents to bring up their boy with the idea that he is headed for a particular Harvard, or California, or Freshwater University. The college they pick may not be the one for him.

After parents have succeeded in forgetting the matter until the son is in high school, they should turn to him, and not to their pet desires:

"It is an easy rule for parents to apply, and I believe it almost infallible. If a boy is unhappy about his studies in high and preparatory school, he should not be urged to continue. . . . If a boy does not enjoy study at school, he is not and never will be qualified for, or happy in, a college."

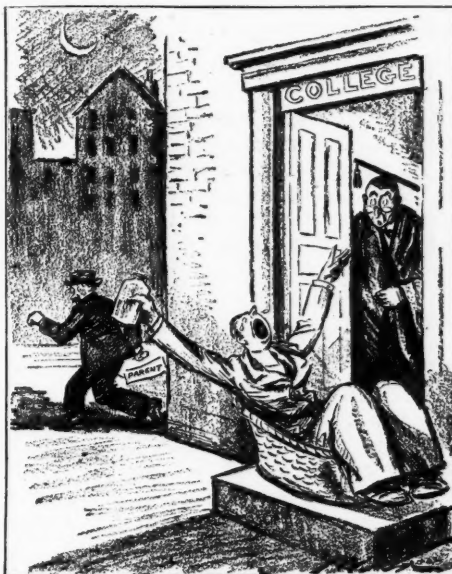
So argues Dean Gauss; and he goes further:

If a boy otherwise qualified does not want to go to college, that should end it. There should be no talk about his elders knowing better than he what is best for him. "There is no better reason why he should remain away."

Certainly the lad who is unwell, or who shows signs of nervous instability, should not undertake the strain of college. "The life of a college to-day, even exclusive of its main business, study, is to the young strenuous and exciting. It demands even from the healthy a considerable effort of adjustment. In these new and stimulating surroundings the lad who is nervously or physically below par will feel his handicap far more seriously, often with grave consequences."

And then, even if he is otherwise fit, what are the boy's reasons for going to college? He will get out of college only what he comes for. It is a waste of time if he wishes merely to make friends or play football, or to have a good time.

It has been said that the present rush to college results from a deeper realization of the



THE FOUNDLING

The parent has abandoned his boy—flask in hand—on the doorstep of the college, which has to complete his upbringing. From *Judge* (New York).

value of college education which was demonstrated during the war. Perhaps that is so in part, Dean Gauss admits. But there is another and far simpler reason. "Young men and young women prefer the society of other young men and women to the society of their elders. With the general obscuring of the colleges' original purpose and function, it has unfortunately become a kind of glorified playground, . . . the paradise of the young."

To prepare for a profession, to further his general education, to develop himself into an all-round personality—these are legitimate aims for the prospective student. But if he has been dazzled by the glamor of college life or merely sucked in by the almost irresistible drift of our time, it is far better that he go to work. If the boy is suited to college, nine times out of ten he will enjoy it and profit from it. If he and college life do not seem to be getting along, the best thing to do is remove him.

When Woodrow Wilson was president of Princeton a solicitous mother, worrying whether her son would enjoy college, came to see him on the opening day. "Madam," said President Wilson, "we guarantee satisfaction or we return the boy."

The Future of the Chinese Revolution

AFTER months of confusion so great that the earnest newspaper reader was ready to believe that China was and always would be a mass of comic opera armies, all fighting, but not knowing on whose side they were, came the news that Chiang Kai-shek, leader of the Nationalist Government at Nanking, had resigned. His departure is a blessing, writes Paul Blanshard in the *New Republic* for September 7, because it makes possible a reunion of the Hankow and Nanking Nationalists. As one united party, the Nationalists should be strong enough to put down all rival factions, and—if no new militarist seizes their party—to carry out their high political aims.

Last April when Chiang Kai-shek first came to the fore, he was joyfully hailed as the strong man whom China needed. But now friends of the Nationalist movement are glad to see him go. Military dictatorship is far from the democratic ideal.

The other significant fact in the Chinese situation is the official passing of Communism from the Kuomintang, or Nationalist party. Red advisers have one and all been sent packing. Chinese Communists have been removed from minor as well as major offices.

The part played by Communism in the Nationalist movement has not been clearly known. The West has exaggerated both the numbers of Communists, and the degree to which Nationalist ideas resembled those of Russia. They differ on two points: the Kuomintang has never sought a general seizure of land, nor public ownership of factories.

The Chinese want democracy ultimately, but they have no illusions about the possibility of Western democracy in a nation which has at least 35,000,000 illiterates. The Russian idea of party dictatorship has therefore been adopted. A definite economic program for the improvement of the workers and the peasants has also come from Russia. But there the two revolutions part company.

The program of the Nationalist party does remain a revolution. But it is not a revolution against a social order comparable to that of the United States or Western Europe. It is a revolution against the abuses of the Chinese village. These are not abuses imposed by a landed aristocracy, but by small landowners, militar-

ists and bandits, who have gradually established an amazing system of usury and oppression. Money is loaned during famine periods at interest rates ranging from 10 to 700 per cent. a month. Tenants on land are required to pay 50 to 70 per cent. of the value of their crops for its use.

The Kuomintang revolution, therefore, aims to reduce interest rates and rents, and to establish land banks where farmers can borrow money at 5 per cent. Village schools for children are to be established under the auspices of the peasant unions which are to press the revolution. Here reading and writing will be made easy, and adults will be taught agriculture and elementary social science.

Stanley High in the Foreign Policy Association *News Bulletin* has this to say about the relation of the Nationalist movement to the present Kuomintang party.

"It is particularly easy just now, but far from accurate, to identify the fate of Chinese nationalism with that of the Kuomintang party. The Kuomintang party has been the most recent and, with little question, the most efficient vehicle of nationalism. But it is not the nationalist movement. That movement in China represents, not a party, but a spirit abroad in the land. In some form or other the western world will one day have to deal with it, quite regardless of what disasters may overtake the particular machinery set up under the inspiration of Dr. Sun Yat Sen. It has persisted through definite stages, survived the collapse of other vehicles and the elimination of other pilots. The one thing that can with some certainty be said is that with all these turns and overturns the hold of nationalism upon the Chinese people has steadily increased. That fact surpasses in importance the news of the way to-day's tide may happen to be running."

Christianity, or Christian Missions?

IS IT Christianity or foreign Christian missions which are being driven out of China? The answers range from the fiery statements of a Chinese gentleman who blames all China's present woes upon Christianity, to the serene and cheerful statement of the so-called "gloomy Dean" Inge of St.

Paul's in London, who believes that Christianity itself will survive in China, combined with the essence of Buddhism and Mohammedanism, regardless of what the present revolution does to foreign missions.

In this view Edward H. Hume, president of Yale in China, concurs in the October *Forum*. Not that Mr. Hume believes that the foreign mission will survive. He is a leader among American missionaries, yet he hopes that foreign missions will cease to be. The revolution in China will, he believes, give birth to a naturalized Chinese Christian Church. The work of the missionary in China is ended. Owing to the rise of nationalistic feeling—largely the result of foreign teachings—it is the evidences of foreignism in the Christian teaching, rather than the Christian message itself, which arouses opposition.

"Christianity remains a vital force in China to-day," writes Dr. Hume. "The very opposition to its foreign elements may be the needed factor in aiding its naturalization.

"This does not mean, however, that the Christian movement will emerge from the present crisis without radical modification. If the movement is to survive in China, it must be adapted to its environment." This movement the West must aid, but not control.

Pointing out that the wise missionary no longer regards the Chinese as "ignorant" and "heathen," Dean Inge, who also writes in the *Forum*, prophesies an amalgamation of the present religions of China with the Christian religion. "It is only necessary to read Mohammedan propagandists to realize how it is possible to incorporate the whole of Christian ethics in the framework of Islam." The same is true of Buddhism, only more so. "Perhaps the Savior of Mankind does not care very much whether His disciples call Him Christ or Buddha."

What does China itself think? A Chinese who is evidently a nationalist argues in the *English Review* that the present chaos was caused by Christian missionaries, who have discredited China's civilization. They have taught doctrines of equality but have not practised them, living in Western comfort while they preached to the poor. Youth brought up under such Christian teaching has turned Bolshevik, and overturned the country.

Most Chinese give more credit to foreign missionaries. Such a one is Dr. Timothy Tingfang Lew, graduate of Yale and Columbia,



A CHINESE CHRISTIAN WITH HER BIBLE

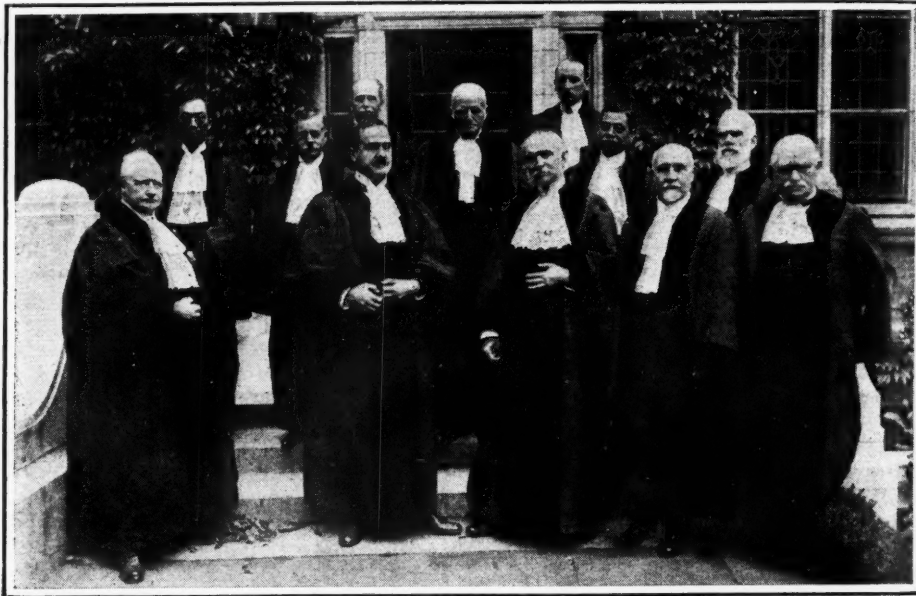
It is in faithful natives like this one, rather than in foreign missions, that Dean Inge and others see hope for the future of Christianity in China.

professor of education at Peking University and president of the China Christian Educational Association, who answers his fellow-countryman. But, he adds: "The resentment of China against Christian missions is due to the fact that from the nations whence Christian missions came there came also the aggressors upon Chinese sovereignty and the interference with the efforts of China to develop her new nationhood."

The supreme test in this crisis is not the survival of missions. That is a side issue. The question is put thus by Bishop George R. Grose of Peking in the *Christian Advocate*: "Will Christian culture survive in the struggle with racial and international forces?"

What Has Happened to the World Court?

A YEAR ago a great deal was being said about the World Court, otherwise known as the Permanent Court of International



JUDGES OF THE PERMANENT COURT OF INTERNATIONAL JUSTICE

Left to right in the bottom row are: Mr. Loder, Holland; Mr. Huber, president, Switzerland; Mr. Weiss, France; Mr. Bustamante, Cuba; Mr. Beichman, deputy, Norway. In the top row, left to right, are: Mr. Wang Chung Hui, deputy, China; Mr. Pessoa, Brazil; Mr. Anzilotti, Italy; Lord Finlay, England; Mr. Hammarckjold, registrar, Sweden; Prof. Oda, Japan; and Mr. Altamira, Spain. John Bassett Moore of the United States is also a judge of the Court.

Justice. Where is it now? Many persons doubtless think it is dead so far as America is concerned, because the Europeans have rejected our offers to join, or because positions taken at Washington have made it impossible for other nations to accept our adherence, or for any one of half a dozen other reasons.

The fact is that American adherence to the Court is hanging fire. It is deadlocked, largely because the Court issue is politically controversial, and controversy is to be avoided when national conventions are in the offing. What happened was that the Senate voted to join with reservations. Other nations accepted our reservations with reservations, and awaited a reply—which has yet to be made.

Where to put the blame is a question. Certainly the United States alone is not at fault. We made a blunder in not sounding out beforehand, as all good diplomats should do, the probable reception of our reservations before proposing them officially. Again we blundered in being unable or unwilling to explain what the troublesome parts of our reservations meant. Fifty nations said that they were in doubt as to their meaning, and it hardly helped matters to

assure them that "the reservations are clear and unequivocal."

But abroad they blundered too. It would have been simple, when the September conference met last year to discuss American participation, to have accepted our reservations outright, and attached thereto a clear statement of what meaning the signatory nations read into them.

Whatever the blame, the deadlock remains; and it sprang from the notorious Fifth Reservation made by the Senate, which says: "Nor shall it [the Court], without the consent of the United States, entertain any request for an advisory opinion touching any dispute or question in which the United States has or claims an interest." On those last few words a great advance in international law has hung helpless for more than a year.

"Claims an interest." Does that mean that in a dispute between France and Japan, we can, on our assertion that we are interested, block the progress of justice between two other nations? Or does it mean merely that we want to be protected against advisory decisions in cases to which we are not a party, but never-

theless are admitted by the Court itself to have a legal or material interest?

It seems obvious that the second interpretation is the only tenable one, though some remarks in the Senate debate on joining the Court would not lead to such a conclusion. Certainly this interpretation—that it is up to the Court itself to determine whether we have an interest—is one that is set hard and fast in our own internal legal practice. The reservation can have no other meaning. Why can we not say so?

Such, in brief, are the arguments of an essay on "The Way Out of the Court Deadlock," contributed to the October *Atlantic Monthly* by Esther Everett Lape, executive of the American Peace Foundation.

Music from the Air

RECENTLY there was a music exhibition at Frankfort-on-the-Main, in Germany, at which harpsichords, antiquated pianos, and many other forerunners of modern musical instruments were shown.

"But," reports the *Manchester Guardian Weekly*, "the Frankfort music exhibition has also the last word in musical instruments, and it is startling. It comes from Soviet Russia, and has been invented by a Russian professor of music."

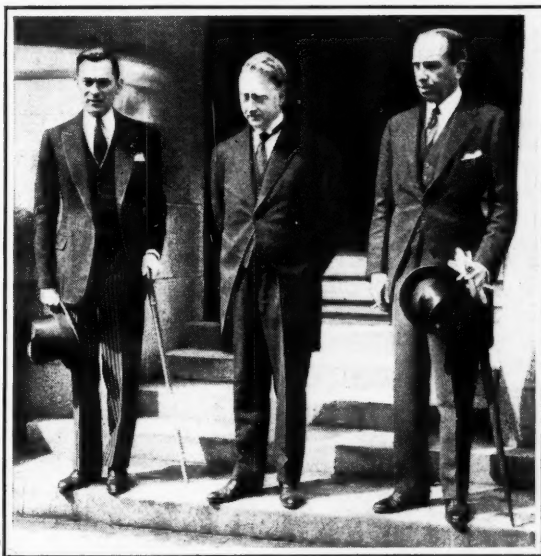
This instrument consists of a rod, over which is slipped a sheath connected with electric batteries and a loud speaker. The player, or performer, approaches the instrument and turns on the current, but halts a short distance away. It is not necessary for him to touch any keys or stops; he merely waves his hand, moving it nearer to or farther away from the instrument to change the tone. Thus he plays a tune, in low soft notes not unlike those of a viola. Several correspondents, doubting, tried it themselves. They found that the nearer the hand was held to the rod, the higher the note, and the further away, the lower. The doubters could not play tunes, but achieved a series of high squeals, howls, and low-pitched growls. There is no originating instrument, as in a phonograph or radio.

The Next Move in Ireland

FIREWORKS are expected this month when the Dail Eireann, the Irish parliament, meets. Ever since a single vote saved President Cosgrave from losing the Government of the Irish Free State on August 15, and De Valera and his Republicans took their places in the Dail, conservatives have been predicting revolution and other dire events. A more cheerful view of affairs is taken by T. J. C. Martyn, who writes in the *Independent* for September 3:

"More good than harm is likely to accrue to Ireland from Republican representation in the Dail and the prerequisite taking of the oath of allegiance." Aside from economic matters, the most important political issue in Ireland at present is complete Irish union. All parties in the Free State approve, even the Republicans, and their acceptance of the oath of allegiance to Great Britain, after six years of procrastination, is an important step toward the desired political accord with Ulster.

Nor will the Republicans try to stir up trouble with England. The tie that binds Ireland to Britain is economic, and it is such a



MAYOR WALKER VISITS IRELAND

The Mayor of New York City, who recently toured Europe, is here shown with President Cosgrave of the Irish Free State and Minister Sterling of the United States.

strong tie, Mr. Martyn believes, that the Republicans will not attempt to break it. At present 97 per cent. of Free State produce—livestock, bacon, butter, and eggs—goes to England, and 87 per cent. of the Free State's imports—raw materials, machinery, and the like—comes from England. With keen competition from the Continent the Free State cannot afford to upset this balance.

In addition, the presence of Republicans in the Dail should be a distinct aid to President Cosgrave's popularity. President Cosgrave has, at present, many enemies. His has been the difficult and thankless task of steering the Free State out of the chaos of the Revolution into the relative prosperity of the present time. Taxes may be high and money tight, but the Free State is a going concern. His government has, however, been characterized by a certain amount of despotism, perhaps necessary, but hotly resented by the people. This appearance of despotism, Mr. Martyn points out, has been due chiefly to the lack of a healthy opposition in the Dail.

The Fianna Fail, Mr. De Valera's party, functioning as the chief opposition party, "will be in a position to liberalize a too autocratic government, whatever its political complexion, and that appears to be exactly what the Free State needs. And, indirectly, will be able to have a lot of fun frightening the British Tories into fits."

What It Takes to Beat Wall Street

BEFORE reaching down into the sock or coffee-pot to take the family savings out for a whirl on Wall Street, the prospective speculator should look carefully at himself. If he does not possess the qualities essential to successful stock trading, or cannot hire a staff which possesses them, let him go no further.

What are these qualities? According to Col. Leonard P. Ayres, whom R. A. Lewis, Jr., reports in the *American Bankers' Association Journal*, the man who would beat Wall Street should have at his command the combined talent of a fundamentalist in economics, a trade operator, a statistician, an informationist, and an analyst.

A man equipped with such services, and spending his whole time at the job, is well pre-

pared to play the market and win. One not so prepared who wishes to take a little flyer into speculation, as most mortals do at one time or another, had better stay out. He "has little hope of making money through speculation."

Where Will the Novel End?

HE WHO reads modern literature is bound to do some unhappy speculating about where it is tending. Our authors themselves seem dissatisfied, and unable to give out what is really in them. The most profound thoughts and feelings of a changed world are left unsaid for lack of means to say them.

Virginia Woolf, whose novels are hailed by critics as something new and fine in the world of fiction, attempts to put into words the problem our authors face, and to find a solution. In *Books*, the New York *Herald-Tribune's* literary weekly, she says this:

Poetry, the great channel of expression in the past, has failed us except in its lyric forms—which are not adequate to express the "monstrous, hybrid, unmanageable emotions" of the modern world. We live in an atmosphere of doubt and conflict. We know that the life of the world is infinitely long and our own lives only a second; that nevertheless the human mind is boundless; that life is beautiful but repulsive and our fellow creatures adorable but disgusting; that science and religion between them have destroyed belief; that all the old bonds seem broken or unfit, and yet that some control must exist. In short, "the fine fabric of a lyric is no more fit to contain this point of view than a roseleaf to envelop the rugged immensity of a rock."

The dramatic poem which served so well to express the problems of our fathers is absolutely unsuited to modern writers. The Elizabethans poured into this form the full current of their minds, freely and easily. They may bore us, but they never make us feel that they were hampered or self-conscious. Wordsworth, Shelley, Keats, Swinburne and Browning used the form superbly, but we no longer read this part of their works.

The truth is that poetry has been elevated by its ritual and its formality out of usefulness to the modern writer in his struggle to express things as they are. Modern poetry has a

candor which is healthful, if not delightful; but this does not go with great poetry.

"Modern literature, which had grown a little sultry and scented with Oscar Wilde and Walter Pater, revived instantly from her Nineteenth Century languor when Samuel Butler and Bernard Shaw began to burn their feathers and apply their salts to her nose. She awoke; she sat up; she sneezed. Naturally the poets were frightened away."

There is nothing left for the modern author but to stretch the novel into a new form of prose, one which shall combine the flexibility and fearlessness of humble prose with the exaltation of poetry. Somehow the complex details of everyday life must be brought into relation with the simple things which are so tremendous.

This new type of novel will be adequate to express what the modern writer has to say, once prose has been taught the new step, which may take time. It will be a novel far more satisfying than the sociological or environmental novel. It will stand at a distance, for one thing, and see the form rather than the detail. It will outstrip the psychological novel which shows human beings only in relation to one another, and forgets that a large part of life is made up of our reactions to general ideas and our thoughts while we are alone.

This is the novel which will fit the modern mind. Certain few writers have as yet tried it. The other novelists, who are frustrated, unhappy, self-conscious, who see life askew, or the ones who retire to the suburbs and devote themselves to prettiness, sentimentality, and snobbery—as many of our most successful novelists do—will pass into obscurity.

A Flood of New Magazines

SEVERAL new monthlies have chosen October as the moment to launch first issues.

The *North American Review*, most ancient of American periodicals (it was founded in

1815), becomes a monthly again after having been successively bimonthly, quarterly, bimonthly, and quarterly. It has a distinguished past. And now, aspiring to be more timely, as well as substantial, it promises a distinguished future. It continues under the editorship of William Butler Mahoney, brother-in-law of President Nicholas Murray Butler of Columbia University.

The *Bookman* appears, bigger and better, with a new owner, editor, and cover, many new features and apparently all its old charm. Under Burton Rascoe, critic and writer, it is to be a review of life as well as letters. Between

its buff and brown covers are found stories and articles by Theodore Dreiser, James Branch Cabell, John Farrar, Dorothy Parker, Arthur Maurice and others.

Plain Talk is a wholly new magazine—"forthright, vigorous, truthful, fearless, interesting"—edited by G. D. Eaton, former literary editor of the *Morning Telegraph* of New York, and author of the much praised novel "Backfurrow." Contributing to the first issue are Clarence Darrow, Baron de Cartier, Will Durant, Emil Ludwig, and other luminaries.

World Unity, edited by John Herman Randall, is designed to interpret the spirit of a new age. Leading writers on history, international relations and race questions, science, religion, and the arts are already signed up.

World Topics is more purely devoted to the presentation of subjects of international interest in the endeavor to further world understanding. The president of the new corporation, and the editor, is David S. Garland, former editor of the *New York Law Review*. George W. Alger, Jules Bache, Lucius Bloomer, T. E. Burton, Irving T. Bush, Robert W. deForest, Lindley N. Garrison, Col. E. M. House, and former Governor Miller are on the advisory council.

Personality is a new monthly started by F. N. Doubleday, but independently of the publishing house of which he is a member. Articles about interesting and successful persons, handsomely illustrated, often with four-color reproductions of famous portraits, are promised. Ralph H. Graves, formerly of the *New York Times*, is to be editor.



VIRGINIA WOOLF

As Stated

PREMIER MUSSOLINI:
to a Fascist journalist

"In Italy there is room for only one Mussolini, and at times he is too much."

OWEN D. YOUNG:
chairman, General Electric Company

"Facts are our scarcest raw material."

LEWIS E. PIERSON:
president of the U. S. Chamber of Commerce

"Nations, just as a matter of common sense, don't go fighting against the ones that owe them money. Look at the last war."

JAMES J. DAVIS:
Secretary of Labor

"A single machine can turn out all the carboys, five-gallon containers, that the United States can use. Not long ago hundreds of skilled men were needed to blow those carboys. . . . With the invention of every labor-saving machine should come the invention of a way of using the man whose labor is saved."

PAUL CLAUDEL:
French Ambassador to the United States, speaking of the Sacco-Vanzetti riots in Paris

"Communism is a profession, and men make their living at it."

CARRINGTON TANNER MARSHALL:
Chief Justice of Ohio, in an address before the American Bar Association

"Our present judicial machinery needs repairs and improvements, but the old machine is not used to the limit of its capacity. Its most imperative need is more oil and greater application of power and pulling the levers into higher gear."

WILLIAM E. BORAH:
U. S. Senator from Idaho

"The farm situation will be the outstanding issue in the presidential campaign. Any man who can solve it completely will win, regardless of party."

MAYOR WALKER:
of New York City, at a luncheon of the American Club of Paris

"I know of no distinction greater in the world than to be able to call one's self an American citizen. There is a type of man, however, I do not like, and that is the red-hot American at home who becomes a lukewarm American abroad."

WILLIAM GREEN:
president of the American Federation of Labor, stating the humane ideal to which Labor is devoted

"The moral strength and the resourceful inventive capabilities of the human mind should be united in an overpowering effort to lighten the burden of human toil, to shorten the duration of active labor, and to guarantee compensation commensurate with the requirements of modern life."

LORD HEWITT:
Lord Chief Justice of England, at the American Bar Association

"It is beyond imagination of any sane person that Americans or Englishmen would wish to change their free institutions for the ghastly tyranny by which the people of Russia are, after a fashion, ruled."

GENERAL JOHN J. PERSHING:
on the eve of sailing with the American Legion's pilgrimage to France

"The Legion will ever be the balance-wheel of peace, for there is no class so determined to maintain peace as the men who know what war really is."

SECRETARY OF STATE

KELLOGG:

discussing a certain foreign statesman

LLOYD GEORGE:

speaking of Clemenceau, the "Tiger" of France

JULIUS ROSENWALD:

head of Sears, Roebuck and Co., and one of the wealthiest men in the United States

STANLEY BALDWIN:

Prime Minister of Great Britain

PRESIDENT

MUSTAPHA KEMAL PASHA:

of Turkey, illustrates "personally conducted" democracy in calling for an election

"Either he falls with his policy, or I fall with my policy, and I won't."

"Every year he is one year younger and possesses one claw more."

"With rare exceptions the man who accumulates great wealth displays no more genius than did the capital prize winner in the Louisiana lottery."

"If anybody tells you, or if you read anywhere, no matter by whom it is written, that Great Britain is decadent in any way, that is the biggest mistake in the world to-day."

"To complete our gigantic task of recreating Turkey, we are not going to allow any differences of opinion among our beloved countrymen" (*in electing his candidates! And the returns showed just one dissenting vote throughout the whole country!*).

The Business Outlook

MARC PETER:

Swiss Minister to the United States, when asked about business conditions in his home country

HUBERT WORK:

Secretary of the Interior and chairman of the oil conservation board, urges Federal control of production

FEDERAL RESERVE BOARD:

in its September bulletin

DR. JULIUS KLEIN:

Director of Bureau of Foreign and Domestic Commerce, just back from a European trip

JOHN N. WILLIS:

automobile manufacturer

PERCY H. JOHNSTON:

President of the Chemical National Bank of New York

E. H. TEMPLE, JR.:

General manager of a Boston building company

"Business is not so good as it would be if America lowered the tariff. Then we could send more watches and cheeses."

"The present crisis in oil, described as 'the most malignant form of industrial disease' and as 'an economic disaster of international proportions,' has come because of the delay in attending to the human side of the problem."

"The volume of employment and of payrolls in July was at a lower level than at any time in the past three years."

"European business on the whole has for some time been showing convincing evidence of recovery. Not the least important improvement has been the gradual disappearance of the mental hazard, the shaking off of a 'calamity complex,' and the gradual strengthening of business morale."

"I was never more optimistic, and look for a good year ahead. . . . Europe is rapidly becoming Americanized in its adoption of motor traffic."

"The American farmer does not need a wet nurse. If the politicians would leave him to run his farm undisturbed, he would soon work himself out of whatever trouble he may have experienced as a consequence of the deflation which overtook industry and agriculture alike after the post-war boom collapsed."

"Prices of building materials have shown a downward trend, in a general way since 1923, and are now at the lowest point in five years."

The New Books

ANOTHER autumn season in the book trade is upon us; the publishers are watchfully waiting, eager to learn how the public receives the fruitage of plans laid months ago. All the best sellers have been carefully groomed, but the real index of the season's prosperity is not to be found in their success or failure, as every publisher well knows. Hundreds of titles now coming on the book market will fall far short of any claim to a record in sales and yet will make noteworthy contributions to the general standards of the year's literary output. Let us assume for a moment that the REVIEW of REVIEWS reader is interested not so much in the book that is most sought, for whatever reason, as in the one that has most to offer at the present time.

We shall find it as hard this season as in the past to distinguish definite "trends" in the nature of the works now becoming current. For several years a marked drift in the direction of biography (more frank and analytical than formerly) has been noted. This continues with reinforcements, in the case of historical personages, from official memoirs and records. Here are a few of the outstanding personal histories announced for early publication:—"Bismarck: the Story of a Fighter," by Emil Ludwig (Little, Brown); "Reminiscences of Adventure and Service," by Gen. A. W. Greely (Scribner's); "Some Memories of a Soldier," by Major-General Hugh L. Scott (Century); "Uncle Joe Cannon," by L. White Busbey (Holt); "An American Soldier and Diplomat: Horace Porter," by Elsie Porter Mende (Stokes); "Portraits of Present Day Saints," by Francis G. Peabody (Houghton Mifflin); "The Heart of Thoreau's Journals," by Odell Shephard (Houghton Mifflin); "Up from the City Streets: Alfred E. Smith," by Norman Hapgood and Henry Muskowitz (Harcourt, Brace); "Commodore Vanderbilt," by Arthur D. Howden Smith (McBride); "Boss Tweed," by Denis Tilden Lynch (Boni & Liveright), and "The Life of Tim Healy" (Harcourt, Brace).

The stage is represented by "Up the Years from Bloomsbury: an Autobiography," by George Arliss (Little, Brown), and "Footprints and Echoes," by William H. Crane (Dutton). Of distinctly literary biography there is never

any lack. This year we have new lives of George Sand (John Day Company and Houghton Mifflin); an account of "The Father of Little Women" (Bronson Alcott), by Mrs. Honoré Willsie Morrow (Little, Brown); "The Homeland of English Authors," by Ernest H. Rann (Dutton); "Shelley: His Life and Work," by Walter Edwin Peck (Houghton Mifflin), and "Experiences of a Literary Man," by Stephen Gwynn (Holt).

Travel and adventure books bulk large in the fall announcements. The automobile has proved its value as an aid to the traveler and explorer in getting book material and it has at the same time been an influence in creating a demand for books that respond to the new needs of motorists. "Undiscovered France," by Emile F. Williams (Houghton Mifflin), by revealing parts of France heretofore almost unvisited by the tourist, offers a new stimulus to motor travel in that country. The same thing may be said of Stephen Gwynn's "In Praise of France" and Frank C. Rimington's "Motor Rambles in Central Europe" (Houghton Mifflin). "Towns and People of Modern Germany" (McBride) is of like interest. Africa, too, has been invaded by the motorist: witness "Cape to Cairo," by Stella Court Treatt (Little, Brown), and "Oasis and Si-moon," by Ferdinand Ossendowski (Dutton).

Another instance of the adaptation of authorship to new modes of travel is the publication of "European Skyways," by Lowell Thomas (Houghton Mifflin), in which there will be an account of seven months spent in flying over the new airways of Europe—"a total of 25,000 miles over twenty-one different countries and in every type of airplane used on the Continent," say the publishers.

Several of the new histories have special point in view of the revived interest in the American Revolution arising from the sesqui-centennial anniversaries. "The Crisis of the Revolution: Burgoyne in America," by Hoffman Nickerson (Houghton Mifflin), comes at the time when thousands of school children are studying the Battle of Saratoga. Jonathan A. Rawson, Jr., has compiled a unique record of events entitled "1776: a Day-by-Day Story" (Stokes).